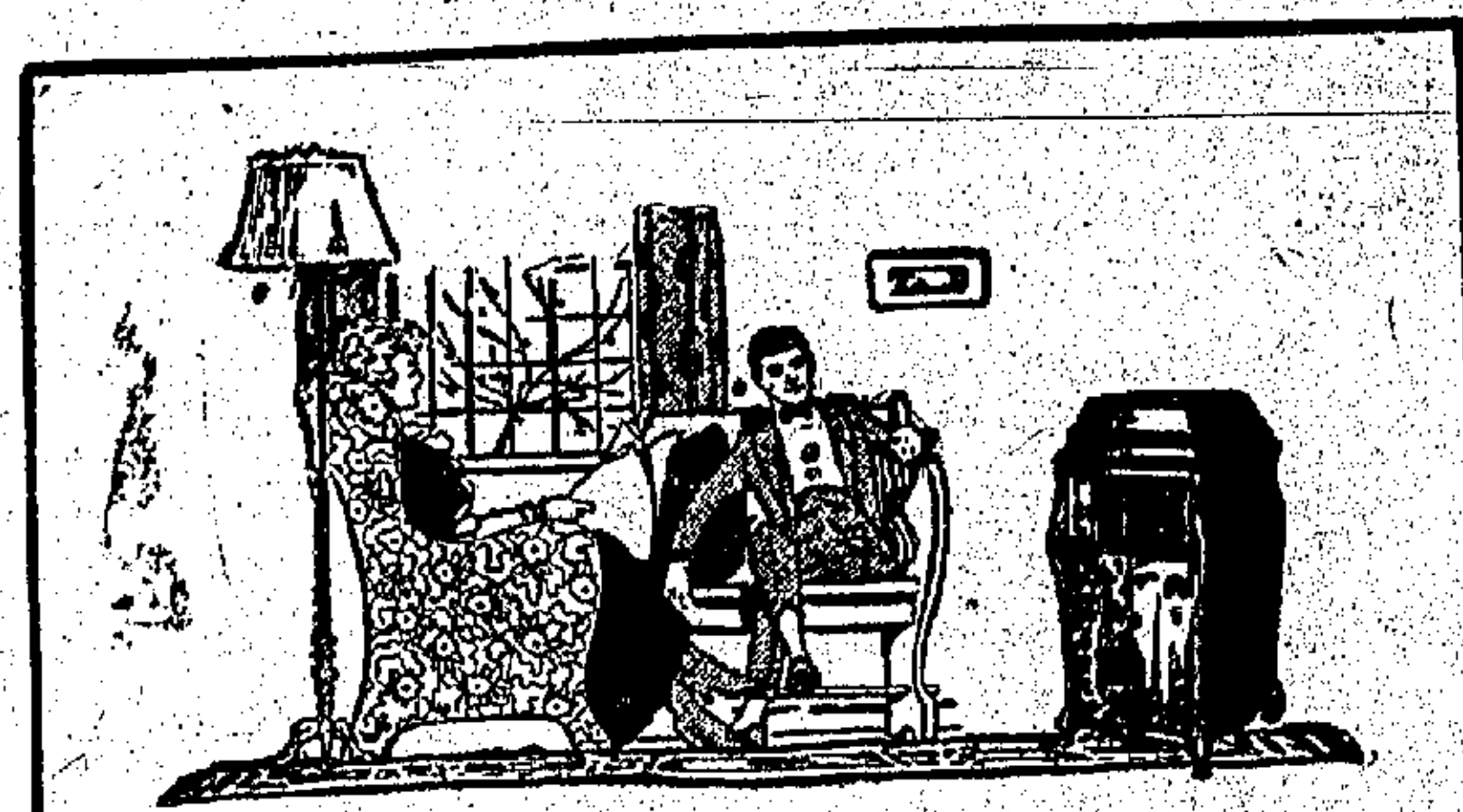


INTIMATIONS



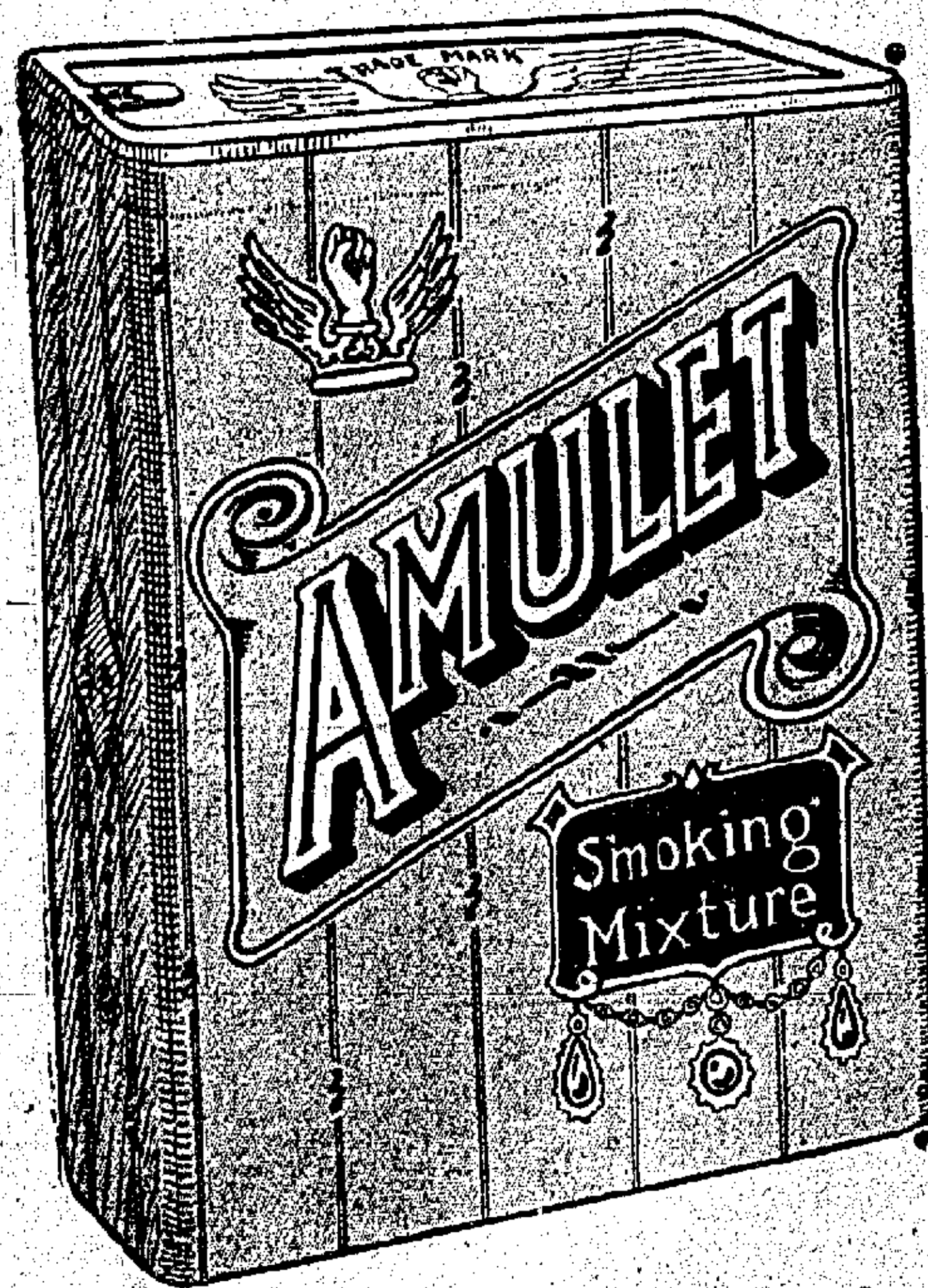
Ten Victor Records which should be in every home

17342	(Silver Threads Among The Gold)	Cello	Rozario Bourdon.
	(Broken Melody)		
17866	(Jublet's Slumber)		Victor Concert Orchestra.
	(Vendian Love Song)		
35505	(Fidellian - Tone Poem (Sibelius))		Conway's Band
	(Eckhart)		
35502	(Miss Vixen)	Fox Trot	Conway's Band.
	(One Step)		
64327	(Alb. Love, but a day)	Song	Evans Williams.
64120	(I Hear You Calling Me)		McCormack.
74437	(Love's Nocturne)		Hamlin.
74437	(Legende)	Viola	Zimbalist.
88401	(La Campanella (Liszt))	Piano-forte	Parlerowski.
88388	(Abide With Me (Liddle))	Song	Clara Butt.

MOUTRIE'S
VICTOR AGENTS.

THE BEST TOBACCO YOU CAN GET
IS THAT OLD FAVOURITE "AMULET."

A SHIPMENT HAS JUST ARRIVED.



\$1.10
for
4 ozs.

\$1.10
for
4 ozs.

WESTMINSTER TOBACCO CO., LTD.
Hongkong, 11th Ma, 1916.

BEER!



ASAHI

SAPPORO



OBTAINABLE EVERYWHERE

SOLE AGENTS:

MITSU BUSSAN KAISHA

HONGKONG.

ICE HOUSE STREET. TEL. 230-155.

MERCHANT SHIPPING
LOSSES.

STATISTICS FOR THE WAR.

WHY TONNAGE IS SHORT.

Writing to *The Times* Admiral Sir Cyprian A. G. Bridge says:—

The losses caused by the enemy to the merchant shipping of our own country, of our Allies, and of neutral nations from the beginning of the war down to March 23rd, 1916, are as follows:—

STEAMERS.	No. of steamers and total tonnage of the country.	No. of steamers and total tonnage of the country.
British	379 1,320,171	10,219 20,830,816
French	41 139,865	1,016 1,999,609
Belgian	10 28,891	744 851,951
Russian	27 92,887	655 1,413,331
Italian	21 70,231	1,135 1,336,038
Japanese	3 19,267	1,135 1,336,038

*The tonnage of three British steamers, of two French, of six Russian, and of one Italian is not reported, and each of these vessels has been assigned the average tonnage of the steamers of which the size has been precisely stated.

SAILING VESSELS.	No. of sailing vessels and total sailing tonnage of the country.	No. of sailing vessels and total sailing tonnage of the country.
British	31 19,118	1,135 443,150
French	12 19,323	523 376,110
Russian	8 7,463	512 902,511
Italian	6 3,373	522 222,914

*The tonnage of three British sailing vessels, of five Danish, and of one Dutch is not reported, and each of these vessels has been assigned the average tonnage of the sailing vessels of which the size has been precisely stated.

In addition to the above the losses of trawlers reported have been:—British, 237; French, 7; Belgian, 2.

The Teutonic Powers have caused to neutral countries the following losses:—

STEAMERS.	No. Tonnage.	No. Tonnage.
Norway	39 95,732	
Denmark	18 32,734	
Sweden	33 42,090	
Holland	22 73,786	
United States	6 16,013	
Greece	11 22,983	
Spain	4 758	
Persia	1 623	
Portugal	1 623	
(whilst still neutral)		
SAILING VESSELS.	No. Tonnage.	No. Tonnage.
Norway	22 10,750	
Denmark	10 1,506	
Sweden	7 2,023	
Holland	2 226	
Rumania	1 255	
United States	1 170	

*The tonnage of two Norwegian sailing vessels, of five Danish, and of one Dutch is not reported, and each of these vessels has been assigned the average tonnage of the sailing vessels of which the size has been precisely stated.

The losses of neutrals in trawlers have been:—Denmark, one; Holland, seven.

The loss inflicted by the enemy on the steam shipping of the British Empire down to the 23rd of the month of March, that is to say, in nearly 19 months of war, amounts to less than 4 per cent.

of the number of vessels and a little more than 6 per cent. of the tonnage. The French loss in steamers amounts to a little over 4 per cent. of the number of vessels of the kind, and to rather more than 7 per cent. of the tonnage.

The Russian steamers lost amount to rather less than 3 per cent. of the number and to rather less than 5 per cent. of the tonnage. The Italian steamers losses are nearly 3 per cent. of the number and rather more than 4 per cent. of the tonnage.

The very much smaller figures of the sailing vessels need not be subjected to closer analysis.

It is known that in the belligerent countries commercial shipbuilding has been largely superseded by building for the purposes of the war, so that the ordinary annual casualties of peace time would seem unlikely to be made up. To think so would be to fall into error.

In 1915, after more than 12 months of war, the steam shipping of the United Kingdom increased by 88 vessels and 343,616 tons. France, though the enemy had destroyed 41 of her steamers of 139,865 tons, was at the end of 1915 only nine steamers and 12,574 tons short of the figures of 1914.

The Russian steamers diminished in number by three, but increased in tonnage by 602. In Italy there was an increase of 18 steamers and of 83,156 tons.

In 1915 there were 432 steamers (other than warships) under construction in the United Kingdom, and their tonnage was 1,350,177—that is to say, 50 more steamers and 216,006 more tons than all the sinkings by the enemy.

On the shocking barbarity of the methods employed by the Teutonic alliance against unarmed men and women and children the whole world has passed judgment. The statistics will enable anyone to decide for himself as to the practical result of this outrage against civilization. There has been in nearly 19 months a destruction of about 4 per cent. of the merchant shipping of this country and its Allies, and a much smaller percentage of the merchant shipping of the neutrals.

The loss occasioned by the former has been more than made up. It may be said that there has still been a loss to the neutrals which it can be replied that the difference between 96 vessels and 100—even if not made up—could easily be got over by a small amount of improved organization. A reduction of two days in a "round voyage" of seven weeks—including loading, unloading, and re-loading—would do it. In 1911 there entered the ports of the German Empire 5,068 British ships with a tonnage of 5,766,273. Many of these, no doubt, made repeated entries, but if we allow 30 entries per ship, it would appear that 500 of our ships with a tonnage of about 579,000 were employed in trading to Germany.

If we add the number of ships and tonnage arriving at non-German Baltic ports and at Constantinople and the Black Sea, and allow for repeated voyages of individual ships, we should find

(Continued on next Column.)

FAR EASTERN MEN AND THE WAR.

A CLOSE SHAVE.

Lieut. E. S. Elliston, 97th Machine Gun Coy., B. E. F., France, writing to Shanghai in March 21st, says that one night while he was in bed a German shell came in at his bedroom and took away the fire place corner, leaving the room rather dusty and draughty. Rather a narrow shave, but no personal damage.

THE ONLY CONSOLATION.

Mr. S. Henman, Motor Machine Gun Service, Bisleys Camp, writing to Shanghai under date March 20th, says:—As you will see, I am still stuck down in Bisleys. The work gets rather tedious sometimes, and the only consolation one has is the feeling that one is doing one's duty, and is ready for anything that comes along. Last Monday, Sellick, of Jardine's, joined our service and is now in camp here. Poats, as perhaps you have heard, has just gone to the Front. Honeyman, the golfer, is also down here. I saw Dixon just before he left England, and he was very keen to get in a little work against the enemy. I have not heard from him since he left.

FOUR BROTHERS IN KHAKI.

There are many of our readers (says the *N. C. Daily News*) who were acquainted with one, if not more, of the brothers Ridgway, who were all, at some time, working out here in Chinese Government service.

Capt. W. G. Ridgway, Royal Army Medical Corps, was until some four years ago, medical officer to the Tientsin-Pukow Railway.

Lieut. G. P. Ridgway, Army Service Corps, Mechanical Transport Section, was an engineer on the Peking Syndicate Railways in Honan, and after being five years there left some seven years ago.

Lieut. J. C. Ridgway, Royal Army Medical Corps, was until quite recently Principal Medical Officer to the Pu-Hsin Railway.

Lieut. L. P. Ridgway, Royal Engineers, was for five years an engineer on the Tientsin-Pukow Railway, and received the 4th Class Order of the Chao from the Chinese Government for his good work during the Rebellion.

SHIPOWNERS AND THE WAR.

MR. HOULDER ON THE BRITISH POSITION.

An address on "Shipping in relation to the War" was given by Mr. Howard Houlder at the National Liberal Club last month.

Mr. Houlder, M.P., who presided, said that in regard to the future he had noticed in *The Times* a suggestion of something in the nature of a return to the Navigation Acts. The replacing of these laws on the Statute-book was the last thing that he, as a shipowner, desired, and he could imagine nothing which would be worse for this country generally and for the mercantile marine in particular.

Mr. Houlder said that up to about 1850, when British shipowners were under the old Navigation Laws and the shipping of the United States was more free than British shipping, we had approximately 4,000,000 tons of mercantile shipping and the United States had about 3,000,000 tons.

The severity of American competition in the shipping trade diminished as the policy of the United States became increasingly Protectionist and British shipowners began to experience the effects of Free Trade and the relaxation of the Navigation Laws, until two or three years ago the United States had dwindled to less than 1,000,000 tons, while that of Great Britain had risen to 18,000,000 or 20,000,000 tons—approximately one-half of the world's mercantile tonnage.

A deadly blow would be struck at British shipping if taxation were imposed. It would deprive it of the reserve fund that would be needed to build new ships later on and to meet the competition which was springing up on the part of neutral nations at this time while British shipowners were making an invisible contribution of enormous amount to the Exchequer as a result of carrying freights for the Government at rates only about one-fourth or one-fifth of those obtainable in the market.

Mr. Houlder added that it was clear to him that the business of shipowning was so complex and technical that the only way to carry it out efficiently was by the principle of independent ownerships. Any attempt to centralize our shipping industry in the hands of a Government Department would be absolutely fatal not only to the shipping industry, but to the true interests of the country at large.

That the total surpluses that of our merchant shipping destroyed by the ruthless methods of our German enemy. This total has been set free for traffic elsewhere.

From this it is clear that the present shortage of tonnage is not due to the barbarous action of hostile submarines. The cause of that shortage can only be due to the great requirements of the naval and military services. The latest published statement of these is that they demand the employment of 3,100 vessels.

Deprivations on merchant shipping have cost the enemy heavily. Nearly every hostile raiding cruiser has been destroyed with an impressively severe list of casualties amongst the crews. Without knowing the precise number of hostile submarines disposed of, we have learned that it is formidable, and the trained officers and men who have perished in them may be counted in hundreds.

In reply to the exposés of the neutrals the German Government maintains that its submarine campaign is dictated by military necessity and is effective, the neutral may properly rejoice that its alleged efficiency is untrue, and that the barbarous methods adopted have been proved up to the present futile, and that no military object has been attained by resorting to them.

THREE WEEKS IN BULGARIA.
UNDER THE GERMAN YOE.

POLICE TERRORISM.

The *New York World's* special correspondent, who has spent three weeks in Bulgaria, describes the conditions prevailing there as follows:—

King Ferdinand is almost absolute. He is supported by prerogatives lavishly bestowed upon him by a terrorized Parliament; above all, he is maintained by the Germans, in whose hands lies the military and administrative authority. As for the people, the real Bulgarian people is experiencing a novel kind of foreign subjugation; not so atrocious as Turkish rule, yet more oppressive so far as individual liberty is concerned.

In Sofia, as well as in other principal cities and in the most remote villages, from 8 o'clock in the evening till 8 o'clock in the morning all traffic is stopped and lights are extinguished. With the exception of Sofia and a few large cities, candles are the only means of illumination, as petroleum and electricity are so rare and expensive. Woe to him who dares to be out during prohibited hours without a special permit from the police. He would be immediately arrested and fined, and if he should come under suspicion in any way should be immediately sent to Army Headquarters at Kustendil to be tried by Court-martial.

Every Bulgarian or foreigner must always have in his possession a *permis de circuler* given to him by the police, with the bearer's photograph. In restaurants, cafes, shops and in the streets anyone may be stopped at any moment and requested to show the permit. Worst of all, during the night streets may be blockaded and a house-to-house search instituted. When I was in Sofia almost every house was entered after midnight, generally between 2 and 3 o'clock, and every room visited, time not even being given to ladies to dress themselves before the door was opened. At the hotel where I stopped the search was made at 3 o'clock, and I was the only person whose room was not entered. Perhaps the police did not wish to have a foreign journalist witness the way gendarmes with fixed bayonets were entering rooms where ladies were asleep. The ladies of the American Red Cross will have stories to tell when they come home.

OMNIPOTENT SECRET SERVICE.

The police are the most important organization in Bulgaria. They depend neither on the Ministry nor even on the Minister of War. In theory it is supposed that the police take their orders from the General Staff, but in fact they are an instrument in the hands of the Germans, to keep a strong hold on everybody and on every movement lest internal disturbances hamper Teutonic plans in the Balkans.

When I speak of the police, I mean that secret service organization that bears the name of "National Security," which could be more accurately termed "National Terrorism." When the Germans came they found a lamentable want of organization, and they organized everything to a tremendous extent in their own fashion. From the Chief of Police down to the most insignificant secret service agent, all are in German pay. Almost every hotel in every town and village, and some of them newly established by Austrians and Germans, are branches of the German Intelligence Service.

On my first arrival in Bulgaria, at Xanthi, the authorities were very polite and considerate. They made no difficulties, asked very few questions, and talked in a very friendly manner. But when I stopped at the hotel at Xanthi, the proprietor, a German, gave me a blank form and asked me to answer the series of questions it contained. I was aware that it was for the benefit of the Germans. At first I refused. Thereupon the Austrian Consul at Kavala, who had accompanied me from Greece, intervened and asked that only a few answers should be written down.

Barely 10 minutes had elapsed after I had filled up the blank when my door was opened and a German officer entered. He spoke French and English with perfect fluency. He said he had heard that I had come; he was very glad to make my acquaintance and he had come "to give me some news and get some news from me." That was very nice indeed. But I soon found out that I was passing a severe examination by a German officer on Bulgarian territory.

The man who is to-day at the head of the Bulgarian police, a certain Georgieff, is not a real Bulgarian official; he is, however, supported by M. Raïssavoff, trusted by the King, paid by the Bulgarians, the Turks, and most of all by the Germans, in whose hands he is a mere instrument of terrorism. Only a year ago he was an insignificant adventurer, a small shipping agent at Varna, to-day he is a rich man and the man who is most feared and hated throughout Bulgaria.

LACK OF ENTHUSIASM.

Throughout the country there is no sign of enthusiasm among the population. They know that Serbia has been crushed, that Macedonia is occupied, that the highest statesman down to the poorest peasant no one has any assurance that what they have gained is anything uncertain in every face, and most of them whom I talked with make no secret of their fears for the future, and declare, "Yes, we have been victorious; we have conquered lands; but can we keep these new possessions?"

An official in Sofia said to me:—Our position is still very dangerous. There are French and English soldiers at Salonika awaiting the very first opportunity to attack us; then we are not certain what the Greeks and Rumanians will decide to do in the near future. We are well aware that they are not our friends, and they are only looking for a chance to fall on us and rob us of our territories, as they did in the recent Balkan War.

(Continued on next Column.)

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

NOTICE.

1.—(a) It has been noticed that units do not parade punctually. In future all parades must fall in at the times stated in orders.

(b) In future only one copy of Monthly Pay List is required. It should reach the Orderly Room not later than the 7th of the month following.

DEFAULTERS' PARADE.

2.—The undermentioned defaulters will parade in marching order, 150 rounds ball, at 5.15 p.m. on Friday, 19th inst., at Headquarters:—No. 1687 Pte. Murray, No. 1735 Pte. France, No. 1559 Pte. McKenzie, No. 1945 Pte. Ozorio, No. 1874 Pte. Pomerooy.

PARADES.

3.—Parades for to-day.

5.30 p.m.—Recruits of all units (except Right Section M.G. Co.):

Squad Drill at Headquarters under Sergt.-Major Hagg. Signalling Section "A," "B" and "C."

Classes at Headquarters. Mounted Section H.K.V.C. Drill on Polo Ground under Staff Sergt. Talbot.

6 p.m. Scouts Company No. 2 Section: Squad Drill and Skirmishing on Cricket Ground.

DETAIL.

4.—On duty to-night: Scouts Co. Next for duty: H.K.V.R.

Orderly Officer till 11th inst.: Lieut. - Wenli.

A. F. CHURCHILL, Capt. Adjutant, H.K.V.C.

HONGKONG POLICE RESERVE.

MOUNTED PATROLS.

The following donations towards the running and equipment expenses of this detachment for the year ending June 1917, are gratefully acknowledged:—

Dr. J. W. Noble, \$500; Hon. Sir Paul Chater, K.C.M.G., \$120; Hon. Mr. E. Shiel, M.P., Messrs. Ho Fook, \$150; Ho Kam Tong, \$120; Lo Wing, \$50; Ho Kwong, \$30; Lo Cheung Shiu, \$50; Chan Kai Ming, \$50; Lau Chu Pak and Sons, \$50; Wong Chew Sun, \$50; Mok Mon Sang, \$50; Francisco Taz Yaf, \$50; and Au Ki, \$50.

EQUIPMENT BOARD—CENTRAL 5.30 P.M. Friday, May 19th.—No. 1 Section.

Monday, May 22nd.—Band and Orchestra.

Tuesday, May 23rd.—Maxim Gunners, Mounted and Motor Patrols.

Thursday, May 25th.—No. 6 Section.

Friday, May 26th.—No. 9 Section.

Note.—The men of No. 1 Section should attend at any time between 5.15 and 6.30 p.m.

All ranks are required to attend in White Uniform, with Shoulder Pads, helmets and spikes.

They need not produce blue uniforms or blue Shoulder Pads.

They need not produce any white uniform other than that in which they appear before the Board.

Except as above every man of whatever rank will produce every single article of equipment which he possesses, whether issued by Government or privately purchased.

Men on patrol duty will not attend with their Sections, but will be warned to attend with "details" at a later date.

HAND PRACTICE.

Thursday, May 18th, at Central Station at 6.15 p.m. sharp.

F. C. JENKIN, D.S.P. (R.)

A MONUMENT TO GERMANY'S SHAME.

A suggestion has been made, and is meeting with growing approval, that the tragedy of the hospital-ship *Portugal* should be commemorated by the erection of a monument in one of the principal squares of Petrograd, where it should remain as a permanent reminder of Germany's shame. The fact is recalled that the Turkish Government was the first to announce its willingness to respect the hospital-ships of the Russian Red Cross, provided that Russia would reciprocate in the case of the Turkish hospital-ship *Queen Olga*, formerly a Russian vessel, which was captured in the Bosphorus at the beginning of the war. The commander of the *Portugal* was so sure of her safety that he frequently put to sea without a convoy.

Another thing that makes our people wonder is the question of the duration of the war. It appears that this war will last at least two years more, and we, as a small people, cannot stand the rigours of a long war. A great nation may support it, but we cannot, as the example of all the other small nations in this war shows. At the start of the war German gold poured into the country, and the Government having plenty of ready money bought everything for us. The farmer was well paid and he was satisfied; he had sold his products and had kept for himself enough to last till next harvest. But after the fall of Serbia, when communications were opened up with Germany, things went another way. The Germans bought everything and anything they could find in the country—cereals, butter, eggs and every other sort of necessary and raw material, and sent them to their own country. To-day we are in need of many things, and even the bread which used to be so plentiful in our country. For two days there was no bread even for our hospitals. Prices are five times higher than in normal times. This the Bulgarian people cannot stand for a long period. It cannot be denied that a few people are getting rich, such as our Minister of Finance, M. Tontcheff, who a year ago was a poor man, but now owns some 2,000,000, or M. Radostoff, who owns about 2,400,000, or Georgieff, who owns several million francs, and a few others. But the people in general are condemned to lose their property.

COMPANY MEETING.

WILLIAM POWELL, LIMITED.

The fifteenth ordinary general meeting of shareholders in the above Company was held at the Company's office yesterday, Mr. H. J. Gedge (Chairman) presiding. There were also present:—Mr. G. C. Moxon (Director), Mr. J. W. Taylor, Mr. E. Maurice, and Mr. H. L. Holt (Secretary).

The CHAIRMAN—The report and statement of accounts for the period from 1st September, 1915, to 20th February, 1916, have been in your hands for some days and, with your permission, I will take them as read. I think that you will agree with me that the figures now before you may be considered very satisfactory. The Company has done considerable business during the period under review, but has naturally been handicapped, in common with similar undertakings, by the difficulty in getting deliveries of goods from Europe. On the whole, however, we have no reason to be dissatisfied with what has been achieved, and the thanks of the shareholders are due in no small measure to the energies of our present manager and staff. At the close of the last financial year our debit balance was \$24,339.50, and it was now \$12,182.65, and if business continued on the present scale the board are very hopeful that at this time next year they will be in a position to present you with a balance sheet showing a balance on the right side. It must be remembered that our busy season is from September to February, and we must not calculate on keeping up quite the same ratio of sales during the summer months. Up to date our business continues very satisfactory. The report and balance sheet are now before the meeting for discussion, and I shall be pleased to answer any questions. The report and balance sheet were adopted, on the motion of the CHAIRMAN, seconded by Mr. MAURICE.

Mr. H. J. Gedge was re-elected a Director of the Company, on the motion of Mr. TAYLOR, seconded by Mr. HOLT. The re-election of Mr. Moxon as a Director was proposed by Mr. MAURICE, seconded by Mr. HOLT, and carried.

Messrs. Percy Smith, Seth & Fleming were re-appointed auditors, at an annual fee of \$450, on the motion of the CHAIRMAN, seconded by Mr. Moxon.

GOLF.

ROYAL HONGKONG GOLF CLUB.

The competition for the Captain's Cup, played over the Fanling course on 6th and 7th May, resulted as follows:—

R. Henderson 87—9 78

E. Livingston 89—10 83

E. J. Fisher 92—8 84

A. B. Purves 95—10 85

OUR PATRIOTIC NEIGHBOURS IN SINGAPORE.

TWO MORE AIRCRAFT FOR THE BRITISH ARMY.

Singapore has already contributed four aircraft to the British Army. The *Straits Times* has now announced its intention of presenting a "scout" costing \$11,150, and is inviting its readers to subscribe the balance necessary to convert it into a fighter, costing \$19,200. At the same time our public-spirited and patriotic contemporaries are also appealing to the European Community of Singapore—who, it points out, have not contributed towards the purchase of any of the other four aircraft—to give a "fight" and show, in the words of the Governor, that they are not behind other sections of the Malayan Community in their willingness to help the British Government at this time of great effort and most onerous financial responsibility. Our contemporary points out the Colony's freedom from war taxation, and adds: "We have men here who if they were in England would be called upon to surrender a quarter of their earnings in income-tax alone. Our people at home are bearing these huge burdens without murmuring, and their contributions to voluntary war relief funds show that they do not confine their sacrifices at this time of great emergency to what is taken from them by legal process." C. F. F. and T. J. B. Wearne had already promised \$10,000, and H. E. the Governor has contributed \$1,000 to each of the funds, which, we are glad to see, are meeting with a generous response. We congratulate the *Straits Times*, which is so ably edited by Mr. A. W. Still, and the people of Singapore.

CHEQUE FOR \$15,000,000.

An Exchange message from New York states:—Mr. J. Pierpont Morgan has drawn a cheque for \$75,000,000 (\$15,000,000) in payment of his recent purchase of Canadian War Loan Five per Cent. Notes redeemable in five, ten, and fifteen years. This constitutes a payment by cheque of the largest sum in history.

CORRESPONDENCE.

PIPES FOR OUR SOLDIERS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS,"]

SIR,—During the last two or three months I have received a great number of letters and postcards from officers and men of the British and Mediterranean Expeditionary Forces, thanking me for various quantities of pipes supplied from subscriptions to the Hongkong Pipe Fund. To show how much the pipes are appreciated at the Front, I shall be obliged if you will be good enough to reprint in the columns of your esteemed paper a few of the interesting acknowledgments I have received.

I am ordering a further supply of pipes to be despatched to "Tommy in the Trenches" and shall be grateful for any further contributions to the Pipe Fund either through the Hon. Treasurer of the War Charities Committee or at my address.

—May I again take the opportunity of reminding your readers that five dollars will buy two dozen briar pipes?—I am, Yours truly,

ETHEL H. HARVEY.

"Albertholwyn," 14, Peak Road, 17th May, 1916.

Extract from letter of 12th April, 1916, from Capt. S. L. Harvey, R.E. Headquarters, 27th Division, Salonika Forces.

"Your splendid gift of pipes to the men of the 1st Wessex Field Co. arrived yesterday, and I can hardly tell you how much they were appreciated by the men, who have great difficulty in purchasing that kind of thing out here. Within five minutes of their being handed out, practically every man in the Company had his pipe going full blast, and the cheering countenances one saw around testified to their supreme enjoyment and pleasure. It would have done your heart good to have seen them."

From Hugler E. H. Bowler, 2nd D.C.L.I., Salonika Forces.

"Many thanks for parcel of pipes received. I am sure the boys were only too pleased to get the pipes and also were glad to see they had some kind friends in the old Colony. No doubt you will have a few more cards of thanks. I see by the papers that a lot of recruits have come from the Orient, especially from the Police."

I would very much like to come to Hongkong when this war is finished, if God spares me, not only in the Service but as a civilian. My kind regards to you."

C.O.M. F. H. Austin, 2nd Bn., The Buffs, Salonika Forces.

"Many thanks for parcel of pipes received. To see the address makes me think of olden times, as I was stationed in Hongkong from 1908 to 1910. Many times I passed the same address. I hope I shall have the pleasure of thanking you personally for the same, even if in years to come."

S. Miller B. Company, B.E.F.

"Many thanks for parcel of pipes received. In this case it actually did happen; I broke my old pipe the day before yours turned up. So thank you, thank you, thank you."

Sergt. F. H. Skuse, 1/6 Gloucester Regiment, B.E.F.

"Many thanks for parcel of pipes received. The men of my section greatly appreciate your kindness. As you may imagine, a smoke is the luxury whilst on duty or in the trenches."

Private J. Owen, 1st K.O.Y.L.I., Salonika Forces.

"Many thanks for pipe received. It was a very appreciable gift and came in very useful under the present circumstances. I had not the pleasure of being stationed with the Battalion in Hongkong, but I was at Singapore with them. Concluding with many thanks."

Sergt. Passmore, 2nd D.C.L.I., Salonika Forces.

"Many thanks for parcel of pipes. It is with great pleasure that I beg to acknowledge the receipt of these. Probably you will not know the receiver, but he is one of the Cornwalls who were in Hongkong. Trusting that you are not enduring any hardships of this war, and hoping that Hongkong will be immune from all attacks, I beg to remain, etc."

OPIUM SMUGGLING AT SHANGHAI.

A FINE OF TLS. 10,000.

In the Mixed Court, Shanghai, on May 7th, before Mr. Grant Jones, Assessor, and Magistrate Wong, a Chinese provision dealer with a shop on Broadway, was fined Tls. 10,000 and sentenced to three months' imprisonment for having in his premises 128 lbs. of opium.

The prisoner pleaded that he was keeping the opium for his own consumption and for his employees. At the time of the raid the police also found the man in possession of about Tls. 80,000 in Russian currency, and the inference is drawn from this that he was engaged in financing smugglers who bring in the drug through Siberia. The value of the opium, which has been confiscated and handed over to the Customs, is \$19,800.

AN IMPORTANT PRIZE DECISION.

LIMITATION OF THE POWERS OF THE KING-IN-COUNCIL.

The decision of the Judicial Committee in the *Zamora* appeal, which has just been concluded, will take rank as one of the chief leading cases in Prize law, and may have at once important practical consequences. It is worthy of note not so much because, being in favour of a Swedish claimant and against the Crown, it shows, if it were necessary to show, that neutrals may expect impartial treatment at the hands of our Courts. It determines points of consequence as to the meaning and validity of some Prize Rules. But its true significance is that it goes far to decide—some would say for the first time in the history of the Prize Court—a question touching the foundation of its jurisdiction; a question, as to which Lord Stowell fluctuated in opinion, and which in the famous *Fox* case he, wrapping the point in dispute in the ample folds of his majestic rhetoric, evaded rather than answered. The Judicial Committee declare that an official dictum in that case as to the legislative rights of the King in Council over a Court of Prize is "erroneous."

The *Zamora*, a Swedish vessel, with a cargo of copper, on a voyage from New York to Stockholm, was captured by a British cruiser about a year ago and brought into port. The Crown nominally asked for the condemnation of both vessel and cargo. The demand, which it made with success, was for an order permitting the requisitioning of the copper. It was objected that this would in the circumstances, be contrary to the rules and usages of international law, and that a Prize Court administering that law ought not to sanction such a course, even if it were permitted by an Order in Council. The President of the Prize Court did not think that the requisitioning of the captured property was a violation of international law. But, however that might be, he was bound to take the law as the authority under which he sat upon him the impugned Order in Council was binding. Accordingly he decreed the delivery of the copper to the Crown. The momentousness of the decision of the Judicial Committee is not that it varied one of the President's decisions, which, by the way, have stood the ordeal of appeal very successfully—but that it imposes distinct limits upon the power of the Crown to create by Order in Council new laws to be administered by the Prize Court. Lord Parker's judgment reaffirms the principle, indicated by Lord Stowell in earlier decisions but somewhat overlooked by him in later cases, that a Prize Court administrator, in a sense which he explained, international law. Of course, that Court must obey and give effect to any statute, whatever its support. But the fact that the Prize Courts in this country would be bound by Acts of the Imperial Legislature affords no ground for arguing that they were bound by the Executive Orders of the King in Council. The President here as elsewhere is not unlimited. *Quod principi placuit, legis habet vigorem* is a maxim which is least applicable and justifiable in a Court to which neutrals must resort. Or, to put the effect of the decision in a way which shows its justice, the Crown cannot be at once a litigant and an untrammelled law-maker in the Prize Courts.

To all the many important results of this decision we need not now advert. Probably some of them will have to be considered by the Foreign Office in connection with its belated reply to the last American Note. But obviously the principle, stated in the *Zamora* decision with unprecedented clearness, has far-reaching consequences. Every Order in Council made under statutory powers is valid only so far as it is in harmony with international law and usage. The prerogative of the Crown, in the domain of Prize law as elsewhere, is subject to limitations and is not of that inordinate and measureless character claimed for it by law officers in Tudor and, let us add, scarcely less in very recent times.

FAMOUS GENERAL'S QUARREL WITH THE KAISER.

According to the *Temps* the veteran General von Hasseler, who was reported to be participating in the direction of the attack on Verdun, and to be acting as counsellor of the Crown Prince, has retired to his country home near Metz. This retirement, says the Central News, is not on account of failing health, but because "Long Gottlieb," as Hasseler is called, found himself in complete disagreement with the Kaiser on a variety of questions, tactical and otherwise, but particularly on the subject of the relations existing between the officers and men of the Imperial army.

The veteran commander is most meticulous on army questions, and shows himself pitiless towards any officer lacking in a full sense of duty. At the same time he has the interests of the soldiers at heart, and is said to be averse to sacrificing men, unless it is a matter of absolute necessity. He has also on various occasions indulged in severe and open criticism of the Kaiser's weakness for massed attacks, on the ground that they result in excessive losses.

Unless von Hasseler's mentality has been deformed by the present war, says the *Temps*, "the butchery which he has witnessed at Verdun, and the horror which such bloody combats must inspire in a man such as he, endowed with religious sentiments, fully explain his resolution to enjoy henceforth the pleasures of retirement."

U.S. PRESIDENCY.

MR. ROOT AS RIVAL TO MR. ROOSEVELT.

Mr. Roosevelt's appearance as a candidate for the Presidency on a Republican nomination has been followed by incident at Washington. In a manifesto 75 important eastern Republicans put forward Mr. Root on the ground that as the ablest living American he is best qualified to guide the United States through the troubled times which lie ahead. Among the signatures to the manifesto are those of Mr. Joseph Choate, Mr. Chauncey Depew, Mr. Henry P. Davison (of Messrs. Morgans), Mr. Nicholas Murray Butler (President of Columbia University), and Mr. Stimson, Mr. Taft's Secretary of War.

The manifesto has made a considerable stir, though it may be said at once it is not expected to effect Mr. Root's nomination. Very many Americans agree with his sponsors in their estimate of the judgment of Mr. Root, but the ex-Secretary of State is, perhaps, rather too dignified and conservative to appeal to the masses, especially in the West, in times like these. It is noted that Mr. Root and Mr. Roosevelt stand for the same thing—stalwart Americanism as compared with what they deem the short-sighted, weak Liberalism of President Wilson. Politicians, especially Democratic politicians, ask each other if the ultimate result of this new move may not be a Republican agreement on Mr. Roosevelt's candidature.

At present Justice Hughes and Mr. Roosevelt are regarded as Republican favourites for nomination. Justice Hughes, on account of his position in the Supreme Court, could not, even if he wished so to do, organize a following. May not Mr. Root's candidature seduce many of his (Mr. Hughes') political supporters and eventually deliver them over to Mr. Roosevelt, and the by making Mr. Roosevelt the most available candidate force the hands of his Conservative enemies?

All that can be said is that the situation is getting most interesting. It is clear that the Republicans hope to reunite their party upon an intelligently Conservative platform, of which the most spectacular planks will be military preparedness and a practical foreign policy, but perhaps the chief working plank, the old one of protection and prosperity. The Democrats on their side will support the President and his policies past and future, and lest the fact that most of the Americans now in Europe are against them should tempt people to take it for granted that they are drifting upon the rocks, they may be reminded that Mr. Ford has been adopted by the Republican voters of Michigan as their Presidential candidate.

GERMANY'S BARBAROUS METHODS.

CANDID CRITIC IN THE REICHSTAG.

According to the *Vorwärts*, in the course of the discussion of a number of unimportant questions in the Reichstag, Herr Cohn, member of the new Socialist Labour Union, said:—

"The internment of British civilians in Germany is not good policy. It is spoken of as a necessary reprisal against the alleged barbarous treatment of our fellow-countrymen in Great Britain, but the reports concerning these persecutions of Germans in Great Britain have been exaggerated and partly even invented with the sole object of arousing enmity against Great Britain. The wives and children of the British men who are interned here should at least have the opportunity of visiting their husbands and fathers."

"This is barbarism, and it is a disgrace that these so-called British children should have been banished from our schools by order of the Prussian Ministry of Education. Every one of these children who is thus given over to neglect is a monument of Germany's barbarous methods of waging war. (The speaker was here called to order by the President.) My sense of justice bids me to call attention to barbarism wherever I find it. (Here Cohn was again called to order.)"

The speaker went on to criticize the caste system ruling among German officers, adding:—"If Europe is to be prevented from reverting to barbarism the war must be brought to an end as quickly as possible."

Replying to the first part of Herr Cohn's speech the Minister of War said:—

"The internment camp of Rubleben now contains 3,700 men, including 1,450 British sailors, 1,500 of pure British blood, 200 international Jews of British nationality, and some 500 others who imagine they gain some economic advantage from it. Two hundred have sent in petitions asking to be released and over 1,000 have already been released."

TWO LIVE ON 12s 2d A WEEK.

At an inquest at Battersea last month on the body of William Henry Frederick Merritt, aged 22, of Conyn-road, Clapham Junction, deceased's mother, a widow, stated that her son joined the R.F.A. at the commencement of the war, and had been twice wounded in the head, jaw, and hand. He was finally discharged last October, because he was suffering from fits, and was granted a temporary pension of 4s 8d per week. Witness earned 7s 6d per week.

Since October her son had done one month's work at the Army Clothing Stores, and was discharged from there on account of his fits. Prior to joining the Army he was a perfectly healthy lad. Witness and her son had been living on 12s 2d a week. She found him dead in bed, with his face buried in the pillow. Dr. Jefferies, who made a post-mortem examination, stated that death was due to suffocation during an epileptic fit. The epilepsy was of natural origin, and was not caused by an injury. The jury returned a verdict of death by misadventure.

INTIMATIONS

LANE, CRAWFORD & Co.

ESTABLISHED 1850.

TELEPHONE 1741.

"MAXHED" OILSKIN COATS

FOR LADIES AND GENTLEMEN.

WE HAVE JUST RECEIVED A DELIVERY OF THESE WORLD-FAMED RAINCOATS. THEY ARE THE LIGHTEST COATS MADE AND YET ARE PERFECTLY WATERPROOF. ALL THE SEAMS ARE EXTRA SEWN FOR US.

STOCKED IN ALL SIZES IN SEVERAL EXCELLENT SHADES, INCLUDING BROWNS, GREENS, YELLOW AND BLACK. PRICE \$28.00.

OTHER HEAVIER QUALITIES (FOR MEN ONLY) FROM \$12.50.

LANE, CRAWFORD & CO.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	...	...	...	\$6.00
Return " " (available also for return by day steamer)	...	...	...	...	11.00
Single Fare by Day Steamer	...	...	...	...	5.00
Return " " " " " "	...	...	...	...	9.00

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 18th MAY, 1916.	
8 a.m. KINSHAN.	8 a.m. HONAM.
10 p.m. HONAM.	5 p.m. FATSHAN.

FRIDAY, 19th MAY, 1916.	
8 a.m. FATSHAN.	8 a.m. KINSHAN.
10 p.m. KINSHAN.	5 p.m. HONAM.

HONGKONG-MACAO LINE.

S.S. TAISHAN, 400 tons, S.S. HUANGSHAN, 400 tons. HONGKONG TO MACAO. Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf. MACAO TO HONGKONG. Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO. SUNDAY, 21st MAY, 1916.

The Company's New Steamship "TAISHAN" Will depart from the Company's Wing Lok Street Wharf at 9 a.m., and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m. from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

MACAO-CANTON LINE.

S.S. SUI AN. Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAIYAM, 588 tons, and S.S. NANNING, 588 tons. One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or stop over by the Round trips take about 5 days. Passengers can return to Hongkong or stop over by the Company's direct Steamers LINTAN and SANUL. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions (First Floor), opposite the Bank Place. [133]

FORTHCOMING EVENTS.

TO-MORROW.

Noon—Canton Insurance Office, Ltd., Extraordinary General Meeting.
12.10 p.m.—Canton Insurance Office, Ltd., Extraordinary General Meeting.
Saturday, 20th May—
Noon—Hongkong Electric Co., Ltd., Meeting of Shareholders.
Monday, 22nd May—
11.30 a.m.—China-Borneo Co., Ltd., Meeting of Shareholders.
Tuesday, 23rd May—
Noon—Fook Yuen Co., Ltd., Meeting of Shareholders at the Hongkong Hotel.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory May 17th.

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.90	29.91	29.92
Temperature	78	71	80
Humidity	78	91	85
Wind Direction	WS	ESE	ESE
Force	3	3	3
Wetness	0	0	0
Main	0	0	0

Highest open-air Temperature on 16th 78
Lowest open-air Temperature on 16th 74

NEW ADVERTISEMENTS

THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS.

A Paper on "TURBINE ENGINES" will be read by Mr. T. W. MACKAY, Member, at 9 P.M. TO-MORROW (FRIDAY), the 19th Inst.
All interested in the subject are invited.
Hongkong, 18th May, 1916. [710]

THE LUZON SUGAR REFINING CO., LTD. (IN LIQUIDATION).

NOTICE TO CREDITORS.

NOTICE IS HEREBY GIVEN that a MEETING OF CREDITORS of the above-named Company will be held at the Offices of Messrs. Lewis, Bristow & Matthews, New Government Buildings, Victoria, Hongkong, on MONDAY, the 22nd day of May, 1916, at 2.30 o'clock in the afternoon, for the purpose set forth in section 181 of the Companies Ordinance 1911 to 1913.

A. R. LOWE, F.C.A.,
Liquidator.
Hongkong, 18th May, 1916. [711]

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"KENKON MARU" No. 3,
Captain J. Sasaki, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 23rd May, at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamship's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th May will be subject to sale.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.
Hongkong, 17th May, 1916. [712]

LOST, STOLEN OR STRAYED.

FROM No. 77, PEAK.—Male SIAMESE CAT, wearing collar engraved "J. D. DAWBY." \$30 reward offered for its return.
Hongkong, 15th May, 1916. [700]

THE ROYAL HONGKONG GOLF CLUB.

EMPIRE DAY,
24th May, 1916.

A BOGEY COMPETITION for a Cup kindly presented by J. W. HOLLES, Esq., will be held over FAIR LINKS on WEDNESDAY, 24th Inst. (Empire Day).
Conditions: 18 holes against Bogey.
Entrance Fee \$1.00 per Card. Any number of cards may be taken out. The sum realised from the Entrance Fees will be handed over to the Cigarette and Tobacco Fund.
K. M. CUMMING,
Hon. Secretary.
Hongkong, 16th May, 1916. [708]

COTTON PIECE GOODS.
AGENTS WANTED.

A Firm of Manufacturers and Shippers of Manchester are open to negotiate with responsible Agents for Sale on Indent basis of White Shirtings, Black and Coloured Italian, Dyed Brocades, Cotton Spanish Stripes and Fancies, on commission in Hongkong. Address with particulars to "K. 65" care of W. H. SMITH & SON, Advertising Agents, Blackfriars, Manchester, England. [706]

FOR SALE.

HUMPHREY & PASSENGER TOURING CAR, complete electric equipment, excellent condition throughout.
Apply to—
No. 16,
Care of "Daily Press" Office,
Hongkong, 16th May, 1916. [701]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

FROM this date Mr. C. MONTAGUE EDE has been appointed General Manager of the Company and during his absence from the Colony Mr. C. H. P. HAY will perform the duties of the General Manager and Sign per Procuration.
By Order of the Board of Directors,
P. H. HOLYOAK,
Chairman.
Hongkong, 12th May, 1916. [693]

HAMBURG-AMERICA LINE.

G. FRIEN,
HILL BERGDAHL & CO.,
F. LORRIA
(IN LIQUIDATION).

CREDITORS are required to send in their Claims against the above to the Under-Signed, No. 2, Queen's Road Central, on or before WEDNESDAY the 31st May, 1916.
Dated the 12th May, 1916.
J. HENNESSY SETH, A.S.A.,
Liquidator. [699]

PUBLIC COMPANIES

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Offices, St. George's Buildings, on SATURDAY, the 20th May, 1916, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 29th February, 1916, and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 8th May to the 20th May, both days inclusive.
By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 1st May, 1916. [640]

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Buildings, at 11.30 A.M. on MONDAY, the 22nd May, 1916, to receive a Statement of Accounts to the 31st December, 1915, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.
The TRANSFER BOOKS of the Company will be CLOSED from the 8th May to the 22nd May, 1916, both days inclusive.
The CHINA-BORNEO CO., LTD.,
W. G. DARBY,
General Manager.
Hongkong, 4th May, 1916. [688]

PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS of the above Company will be held at the HONGKONG HOTEL, Hongkong, on TUESDAY, the 23rd May, 1916, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1916.
The TRANSFER BOOKS of the Company will be CLOSED from the 18th instant to the 26th instant, both days inclusive.
PEAK TRAMWAYS COMPANY, LTD.,
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 12th May, 1916. [694]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

Payment of Interim Dividend on Shares for the year ending 30th June, 1916.

THE Board having declared an INTERIM DIVIDEND of One Shilling per Share free of Income Tax for the year ending 30th June, 1916, Holders of Bearer Shares and Holders of Dividend Warrants received from London on account of Registered Shares will be paid their Dividend on presenting No. 7 Coupon of the Bearer Shares, and Dividend Warrants on Registered Shares to any of the following Banks at Shanghai or Tientsin:

THE HONGKONG AND SHANGHAI BANKING CORPORATION,
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
THE RUSSO-ASIATIC BANK,
THE BANQUE BELGE POUR L'ETRANGER.

The payment will be made in either Dollar or Taels as the holder may wish at the buying Rate of Exchange of the day.

GENERAL MANAGER,
KAILAN MINING ADMINISTRATION,
Hongkong, 15th May, 1916. [699]

6½% RUSSIAN INTERNAL SHORT TERMED LOAN OF 1916 for Rbls. 2,000,000,000.

THE Public is hereby informed that the Subscription List to the above LOAN will be Closed on 26th May, 1916, and not as heretofore advertised.

The terms are as under:—
The Price of issue is 95%.
The Loan is entirely free of Income Tax and of other taxation.

The Loan is redeemable at par on 1st February, 1924, Russian style, without option for the Russian Government to convert it at an earlier date.

Coupons are payable half-yearly on the 1st February and 1st August, Russian style. As interest on the above Loan runs from 1st/14th February, the interest accrued on date of subscription must be taken into consideration and is to be added to the price of issue.
The RUSSO-ASIATIC BANK in Hongkong is ready to accept applications for the above-named Loan.
Special favourable rates will be quoted for Russian exchange.

Payment may also be made in Roubles. Applications will be wired to Petrograd free of telegraphic charges and commission. 40% only of the cost of the Bonds may be paid on application, the balance to be paid on receipt of the Bonds.

The Bank is also ready to give every facility to subscribers in the shape of advances against the scrips.

G. TISDALL,
Manager,
RUSSO-ASIATIC BANK,
Hongkong, 15th May, 1916. [702]

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Average

for 35 years.

FROM 1874 TO 1908.

PRICE 5s. 6d.

On Sale at the Daily Press Office of Local Bookbinders

HOUSES TO LET

TO LET.

OFFICES on 1st Floor, No. 9, Queen's Road Central (In Ice House Street).
Apply to—
WILKINSON & GRIST.
[691]

TO LET—FURNISHED.

FOREBANK WEST, MAGAZINE GAP, PEAK, for four months from Middle of May.
Apply—
F. M. CRAWFORD,
Care of LAKE, CRAWFORD & Co.
[678]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.
Apply to—
CHINA FIRE INSURANCE CO., LTD.
[622]

TO LET.

A HOUSE in Observatory Villas with Tennis Court.
Apply to—
ARRATTON V. APCAR & Co.,
14, Des Voeux Road.
[619]

TO LET.

OFFICES in SECOND FLOOR, QUEEN'S BUILDINGS. Reasonable rent.
Apply to—
THE UNION TRADING CO.,
5, Queen's Buildings.
[674]

TO LET.

OFFICES in Princess Building.
Apply to—
SHEWAN, TOMES & Co.,
Liquidators,
REUTER, BROCKELMANN & Co.
[672]

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.
Apply to—
DEACON, LOCKER, DEACON & HARBSTON.
[690]

TO LET.

A SMALL GODOWN in PRINCESS BUILDING.
For particulars etc., apply to—
THE HONGKONG CENTRAL ESTATE, LTD.
[685]

TO LET.

NO. 4, DES VOEUX ROAD CENTRAL, First Floor.
THE COMMODIOUS DWELLING HOUSE, with Offices, Servants' Quarters, etc., No. 14, SHAMSEEN CARTON, from 1st June, at present in the occupation of the Imperial Russian Consulate.
Apply to—
DAVID SASSOON & Co., Ltd.
[415]

TO LET.

A HOUSE in Kowloon Terrace.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
[671]

TO LET.

OFFICES, 2nd Floor, St. George's Buildings.
Apply to—
SHEWAN, TOMES & Co.
[618]

TO LET.

TWO ROOMED-FLATS in Nathan Road Kowloon.
THREE ROOMED-FLATS in Humphreys Buildings, Kowloon.
FOUR ROOMED-FLATS in May Road with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three brothers at reasonable rentals. Immediate possession.
FOUR ROOMED HOUSES in Garden Terrace and Salisbury Avenue, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCIAL CO., LTD.
Alexandra Buildings
[692]

TO LET.

OFFICES at 4, Connaught Road.
OFFICES in King's Buildings.
HOUSE in CLIFTON GARDENS, Conduit Road.
No. 1, HILLSIDE "THE PEAK."
GODOWNS, at Wanchai.
Nos. 1 and 2, WEST END TERRACE, LANTON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
[673]

FOR SALE.

ONE 104 B.H.P. HORNSBY-ACKROYD OIL ENGINE complete with and coupled direct to one 6 K.W. Continuous Current Shunt Wound Dynamo of 50/70 volts with shaft generator.
Also ONE SWITCHBOARD for ACCUMULATORS, DYNAMO, &c. complete with instruments for 104 Amps.
For further particulars apply to—
LINTSEAD & DAVIS,
Alexandra Buildings
[674]

INTIMATION

WATSON'S

E

THE PREMIER SCOTCH
OF THE FAR EAST
FOR 25 YEARS.



POPULARITY MAINTAINED
BY ITS
EXCELLENT QUALITY,
NOT BY EXPENSIVE
WORLD-WIDE ADVERTISING.

A. S. WATSON &
CO., LTD.,
WINE & SPIRIT MERCHANTS.
HONGKONG. [13]

DEATH.

KERR.—At the Government Civil Hospital, on May 17th, THOMAS KERR, aged 66, Chief Engineer, s.s. "Wong On." Funeral will pass the Monument at 5 p.m. to-day.

HONGKONG OFFICE: 104, DES VOEUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 18th May, 1916.

GERMAN CRUELTY AND COWARDICE.

THE report recently issued by Mr. Justice Younger, who presided over the Committee appointed to inquire into the conditions obtaining at the Wittenberg camp during the typhus epidemic of last year, furnishes another damning indictment of Germany's conduct towards prisoners of war. It is easy to believe that the knowledge of the facts has aroused a "burning sense of indignation" throughout Great Britain, and it is satisfactory to learn on the authority of Lord Rossmore-Cocks, that the Government are taking steps to bring the report to the notice of neutral countries. A more horrible story of cowardly, callous and inhuman conduct it would be difficult to conceive, or one which contrasts more painfully with the record of treatment meted out to sick German prisoners in England. The information upon which the report is based has been collected from prisoners of war repatriated from Wittenberg, and especially from Major PRIESTLEY, Captain VIDAL, and Captain LAUNDER, the three officers of the R.A.M.C. who alone survived out of the six sent by the Germans "to take the place of duty abandoned by their own medical staff." The Germans herded more than 15,000 and 17,000 prisoners in an area of 103 acres surrounded by wire entanglements. Of this total between 700 and 800 were British prisoners. There was a much larger number of French and Belgians, but the Russians always greatly preponderated over all the others. Typhus was known to be latent among some of the Russian troops,

but, nevertheless, it was ordered that they should be mixed with the other nationalities. The winter of 1914-15 was extremely severe, the cold at Wittenberg intense, and the heating arrangements for the camp altogether inadequate. To make matters worse, the men were insufficiently clad. From most of the British prisoners their overcoats were taken on the day of their capture and were never restored to them. Their remaining clothes were often in rags. Many had neither boots nor socks. Some had their feet wrapped in straw. They were not provided with any change of underclothing, and had no means of washing the scanty clothing they had, for, at that time, no washhouse existed in the camp. The food with which they were supplied was bad and insufficient, for which no excuse can be offered, as there was no general scarcity at that time. Normally there was but one mattress for every three prisoners, and the only provision made for personal cleanliness was a cupful of soft soap issued at intervals of many weeks to a room containing at least 120 occupants. Such conditions naturally predisposed the men to infection, and it was actually carried by the lice with which they swarmed.

The epidemic of typhus broke out in December, 1914, and the German staff, military and medical, precipitately fled from the camp. From that date until the month of August, 1915, no communication was held between the prisoners and their guards except by means of directions shouted from the guards or officers remaining outside the wire entanglements. All the supplies for the men were pushed into the camp over chutes, and the food for the hospital and medical officers was passed in on a trolley over about 20 yards of rail worked by winches at either end. No medical attention during the whole time was provided by the German staff. In the middle of February the services of six English doctors, who had been unlawfully detained elsewhere, were requisitioned. These were the three of whom mention has been made, together with Major FRY, Captain FIELD and Captain SUTCLIFFE. They made a tour of the camps, and when they reached the open air again Major FRY broke down. The horror of it all was, for the moment, more than he could bear. The same day Major PRIESTLEY and Captain VIDAL were directed to go to two hospitals outside the camp, and of the four medical men remaining, only one survived. In the improvised hospital there were no mattresses. The typhus patients had to be carried thither on the tables from which the men ate, and these tables could not be cleansed because there was no soap for the purpose. The sick for the first month had half a cup of milk a day, and there was not even warm water to mix with it. Stimulants, bandages—everything, in fact, was lacking, and men lost their limbs for want of socks to put on their gangrened feet. There was not even soap for the sick until it came from England.

The medical and surgical arrangements were under the charge of Oberstarzt Dr. ARCHENBACH, but only on one occasion during the whole of the epidemic did he deign or dare to visit the hospital or even enter the camp. He was then attired in a complete suit of protective clothing, including a mask and rubber gloves. It was this man who spoke of "the English swine" when an urgent plea was made for some hospital requisites, yet it is understood that he has been decorated with that brand of infamy, the Iron Cross, "for his services in combating the epidemic." The Germans sent to the camp a certain number of coffins every day, and into these the bodies of the dead were placed by their comrades, who carried them to the adjacent cemetery for interment amid the jeers of the inhabitants of Wittenberg, who stood outside the wire and found a ghastly glee in insulting the dead. Major PRIESTLEY and Captain VIDAL returned to the main camp in March, and the report pays a fine tribute to their unrelenting efforts to stamp out the epidemic. The last English typhus case occurred in the middle of May, and the last Russian case in July. "It was," says the report, "to Major PRIESTLEY's great powers of organisation, the devoted labour and strong personality of Captain VIDAL, and after his recovery, the splendid work of Captain LAUNDER, that gradual improvement in the conditions was due." It is pleasant to read of the heroic support which was given to these brave men by the many English prisoners who volunteered their services as nurses. Every one of these officers and men, as truly offered his life for the sake of others as any soldier on the battlefield, and British throughout the world will associate themselves with the hope expressed that the devoted service of such of them as survive will be duly remembered at the proper time.

When passing the Tai Wai village the 7 p.m. train yesterday knocked down and killed a Chinese farmer.

A meeting of creditors of the Luzon Sugar Refining Co., Ltd., which is in liquidation, is announced for Monday next.

The Colonial Secretary's Office announces that information has been received from the Government of Burma that Hongkong has been declared a plague infected port.

A shroff employed by the American Import and Export Company, of No. 4, Wood Road, Wanchai, is said to have absconded with \$1,400 which he had collected for his employers.

A remarkable story of how a Chinese died while leaving against a wall is told by one of the Police Reserve. The officer was patrolling Kennedy Town and saw a man leaning against a wall, but did not regard the incident as unusual. Two hours later he observed that the man was in the same attitude and proceeded to make investigations. He touched the man and found the body was cold and rigid. The man had died while in this posture.

Mr. A. P. Miller, a native of Hongkong, and son of Mr. C. E. Miller, was admitted to the California bar on the 10th ultimo, being one of the fifteen successful candidates out of seventy-six examined. He has secured his license as an LL. B., and is now a practising attorney in the State of California. Mr. Miller, who is 29 years of age, went at an early age to Japan. Four years ago, at the advice and with the guidance of Senator Boynton, a big California corporation lawyer, he took up the study of law, with the foregoing gratifying result.

An extraordinary story was told at the Magistracy yesterday in a kidnapping case. It appeared that two Chinese brought a Chinese boy, whom they had kidnapped, from Canton to Kowloon, and held him in captivity for three days at the house of a third man in Haiphong Road. The boy stole 40 cents from his gaoler, and took advantage of an opportunity to leave the house. He bought a railway ticket for Canton, and was seated in the train when the man in charge of him, who had discovered his absence, ran into the station and attempted to remove him. He was stopped by Guard Winyard, who arrested him. The case was remanded.

An attempted armed robbery is reported from the Hungnam district. A married woman states that four men visited her house, and asked if her husband had any work for them. She replied in the negative, and thereupon one of the men caught hold of her from behind. The woman shouted "Save life!" and the man holding the dagger threatened to stab her in the chest if she continued calling out. She struggled with them, and attempted to secure the dagger, with the result that she was cut in the hand. In the meantime the other inmates of the house had become alarmed at the noise, and began shouting for assistance. The would-be robbers became frightened, and decamped, leaving the dagger behind them. One man has been arrested in connection with the affair.

THE TROUBLE IN CHINA.

DEFECTION OF BRIGADE OF NORTHERN TROOPS.

Recently the Chinese Government received an urgent telegram reporting that General Feng Yu-hsiang, Commander of a Brigade of Northern troops in Szechuan, had joined General Tsai Ao with the whole of his force, which originally numbered 10,000 officers and men but is now probably reduced to 7,000. It will be remembered that the situation at Luchow was saved by General Feng Yu-hsiang when the city was attacked by the troops under General Liu Tsun-hao, another commander of Government troops who revolted early in the course of the operations in Szechuan. With the defection of General Feng Yu-hsiang and his force, Peking is left without any force of Northern soldiers with any experience of actual fighting in Szechuan.

BRITISH MANUFACTURES.

You are very careful in your purchases to see that, if possible, all your goods are of British manufacture, as, besides supporting home industries, you know you are getting the best.

But what about your Cigarettes? Are you as particular about them?

WESTMINSTER "SPECIALS" are expertly made by hand, by a British Company in London. They cost \$1.25 for a tin of 50 and are equal to any of the higher priced Egyptian Cigarettes.

"SPECIALS" are now packed in round tins, which assure their arriving in perfect condition.

Manufactured by WESTMINSTER TOBACCO CO., LTD., LONDON.

[672]

THE WAR.

RUSSIANS' GREAT SWEEP.

TURKS' GRAVE PERIL.

BRISK DAY ON BRITISH FRONT.

GENERAL MARCHAND KILLED.

VON MOLTKE'S STRIKING CONFESSION.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

DEFEAT OF MINOR GERMAN ATTACK.

PARIS, May 10th.
4.35 p.m.

To-day's *communiqué* says:—There was only lively artillery work in the Verdun region and the complete defeat of a small German attack.

ENEMY EFFORT FRUSTRATED.

ANOTHER ATTEMPT NEAR HILL 304.

PARIS, May 17th.
1.30 a.m.

The evening *communiqué* says:—An enemy detachment, attempting a surprise attack on a small post at Butte-de-Mesnil, in Champagne, was repulsed with bombs.

There has been active artillery work in Argonne, and a sharp bombardment occurred in the region of Avocourt, Hill 304, and Mort Homme, on the left of the Meuse. An attempted attack west of Hill 304 was stopped by our curtain of fire. There were some artillery salvos east of the Meuse, and in Woivre.

VERDUN BATTLE OF VITAL IMPORTANCE.

VON MOLTKE'S UTTERANCE.

AMSTERDAM, May 16th.

Field-Marshal Von Moltke, formerly the Chief of the Imperial German General Staff, in an interview admitted that the Allies' production of munitions equalled that of the Central Powers. He affirmed that the fighting at Verdun was of vital importance, and would perhaps have a decisive effect.

LIVELINESS ON BRITISH FRONT.

SUCCESSFUL ENTERPRISES.

LONDON, May 17th.

General Sir Douglas Haig, in a *communiqué*, says:—Both sides were active in minor enterprises on Monday night.

Three parties of the enemy attempted to enter our trenches south of Hebutern. Two failed entirely, but the third entered our trenches for a brief period.

The Lancashire Fusiliers, after the explosion of some mines on the Vimy Ridge, occupied the enemy's first line on a front of 250 yards, inflicting considerable casualties.

A patrol opposite Auchy raided the enemy's trenches after a mine explosion and penetrated towards the second line, where bombs were exchanged with the enemy.

A hostile patrol near Wietje, attempting to approach our lines, was dispersed by our fire.

There was reciprocal artillery activity to-day.

GENERAL MARCHAND KILLED IN ACTION.

LONDON, May 16th.

The famous French General Marchand has been killed in action.

[General] Jean Baptiste Marchand entered the French Army in 1889. Five years later he undertook exploration work in Africa. In 1896 he was the central figure in the Fashoda incident, with which his name has been associated ever since. It will be recalled that Lord Kitchener, following the total defeat of the Dervishes at Omdurman, marched on Fashoda, and found Marchand and a French force in occupation, who refused to retire, with orders from their Government. Marchand's force was recalled two months later. There was a dramatic meeting of Lord Kitchener and General Marchand on the French front when the British War Minister was inspecting certain of the French armies about a year ago. General Marchand has rendered his country distinguished service during the present war.]

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

GENERAL TOWNSEND AT CONSTANTINOPLE.

LONDON, May 16th.

Major-General Townshend has arrived at Constantinople.

IMPORTANT RUSSIAN SUCCESSES.

GRAVE THREAT TO TURKISH COMMUNICATIONS.

PETROGRAD, May 16th.
5.40 p.m.

The Russians have occupied the town of Mamahatun, about 30 miles to the north-east of Erzingan, driving a wedge into the Turkish defensive lines. This, combined with the threat of the envelopment of Bagdad from the direction of Mosul, gives a vivid interest to the Grand Duke's operations in Asia Minor.

The recent movements of the Russians were most rapid, especially towards the Bagdad Railway. The armies are likely to be well supplied, with Tabriz and Bitlis as bases, and they are also traversing rich territory capable of supporting strong forces.

News is eagerly awaited of Cosack raids far southward.

FUTILE EFFORT TO CHECK RUSSIANS.

PETROGRAD, May 16th.
9.35 p.m.

A Turkish attempt to check the Russians threatening the Bagdad railway is the feature of to-night's *communiqué*, which says:—The Russians continue to progress in the direction of Mosul. The Turks further westward, in the Diarbekir region, tried to take the offensive, but were defeated by our fire.

SEVEN TURKISH DIVISIONS MENACED.

PETROGRAD, May 16th.

The Russians continue to sweep onward from Bitlis, cutting the Turkish communications to the south-eastward and south-westward, and seriously menacing the rear of seven Turkish Divisions between Kut and Mosul.

The curious lull in big events in all theatres except in Asia Minor, and especially the continued remarkable German inactivity on the Eastern front, are raising the question whether the Germans can send aid to the Turks in time to prevent a great, and, perhaps, decisive Russian stroke in Mesopotamia.

AIRSHIP ACTIVITY.

[THROUGH REUTER'S AGENCY.]

AIR RAID ON VENICE.

Rome, May 16th.

Austrian aircraft raided Venice and the suburb of Mestre, but were driven off before much harm could be done. One house was damaged, but there were no casualties in Venice; there were two killed and some wounded in Mestre.

BRITAIN'S AIR SERVICE.

LONDON, May 17th.

The *Daily Telegraph* states that the Government will not create a real Air Ministry owing to opposition in high quarters, but intend to re-constitute Lord Derby's Air Committee on much broader lines, under the Chairmanship of Lord Curzon.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

GERMAN ACTIVITY NEAR VILNA.

PETROGRAD, May 16th.

A *communiqué* says:—The Germans have displayed activity in the region of Lake Midsai, north-east of Vilna, where they gained a partial footing in the Russian trenches, whence a counter-attack drove them out.

There was a violent all-night bombardment north of the lake.

The Germans were also active in Galicia, but were held by the Russian fire.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

GERMANY'S SUBMARINE WARFARE.

A WARNING TO NEUTRAL SHIPS.

WASHINGTON, May 17th.

Count Bernstorff has handed Mr. Lansing a communication from Germany warning neutral merchantmen, when summoned by a submarine, not to turn in the direction of the latter, and declares that if they do so the consequences will rest solely on the neutrals.

TORPEDOED BRITISH STEAMER.

LONDON, May 17th.

The crew of the submarine British steamer *Electra* have been saved and have arrived at La Rochelle.

RUSSIAN RED CROSS AND "PORTUGAL" OUTRAGE.

PETROGRAD, May 16th.

The Russian Red Cross Society has recalled its delegates from the International Commission to War Prisoners at Stockholm owing to the refusal of the German Red Cross Society to express regret at the sinking of the hospital-ship *Portugal*.

MILITARY BILL PASSED.

SPECIAL CONSIDERATION FOR SMALL BUSINESS-MEN.

LONDON, May 16th.

The Military Service Bill has passed its third reading, by a majority of 250 to 35.

In the House of Commons, on the report stage of the Military Service Bill, Mr. Walter Long promised to issue regulations to the Tribunals giving special consideration to small business men where their calling up means the stoppage of business.

RISE IN FOOD PRICES.

HOW BRITAIN COMPARES WITH CENTRAL POWERS.

LONDON, May 16th.

It is officially announced that since July, 1914, the food prices had risen in Vienna by 110 per cent., in Berlin by 100 per cent., and in the United Kingdom by 50 per cent. It is pointed out that the Berlin prices would have been higher but for the official restrictions on the sale of foodstuffs.

THE CASERET TRIAL.

LONDON, May 16th.

The proceedings at the trial of Sir Roger Casement and the soldier Bailey to-day were confined to evidence confirming the Attorney-General's opening statement. The Court adjourned with the case for the Crown practically completed. It is expected that the Magisterial hearing will be concluded to-morrow.

GERMAN CONCESSIONS IN INDIA.

LONDON, May 16th.

At the House of Commons Sir J. D. Zee pointed out that a German firm had a concession for radio-active ore in the Nellore district, and asked whether the local Government or the Raj possessed, or proposed to take, powers to cancel such concessions and regrant them to British applicants.

Mr. Austen Chamberlain said the question of policy was receiving careful attention.

GOVERNMENT OF PERSIA. ANOTHER PRO-ALLY GOVERNOR APPOINTED.

LONDON, May 16th.

Prince Noor-el-Sultanch has been appointed Governor of Kerman. Like Prince Firman Firma, the new Governor of Fars, he is a strong partisan of the Allies.

TROUBLE IN TURKEY.

ATHENS, May 17th.

There have been serious difficulties between the Turkish Sheikh-ul-Islam, and the Minister of Justice. The latter has resigned.

THE COTTON WORKERS' DISPUTE.

MASTERS AND MEN CONFER.

LONDON, May 17th.

At the invitation of Sir George Askwith, Chief Industrial Commissioner, representatives of masters and operative cotton spinners associations had a five hours' conference over the men's claims for a 10 per cent. advance. It is understood that Sir George Askwith's proposals for a settlement will be submitted to executive meetings of the associations at Manchester to-day, with a view to a continuance of local negotiations.

ARMY DECORATIONS.

LONDON, May 17th.

The *Gazette* states that the Distinguished Service Order has been awarded to Captain R. E. Wilson, of the Artillery, and the Military Cross to Captain J. H. McCudden, of the Cavalry.

SAVING DAYLIGHT.

LONDON, May 17th.

In the House of Commons, the Daylight Saving Bill passed its third reading.

PEACE TALK.

PARIS, May 15th.

President Poincaré, when visiting Nancy, declared that the Austro-Germans would like to throw on the Allies all the responsibility for the continuation of the war, but the Allies had never received, either directly or indirectly, any proposition of peace emanating from the Central Powers. The Allies were, moreover, firmly determined to impose their own conditions upon their enemies, and would only cease to fight when the Austro-Germans declare themselves beaten.

CHINA'S MORATORIUM.

NOT TO APPLY TO GOVERNMENT OBLIGATIONS.

LONDON, May 17th.

It is authoritatively stated that the Moratorium which has been declared in China applies only to notes and deposits in the Bank of China and the Bank of Communications. It does not apply to Chinese Government obligations.

SHACKLETON RELIEF EXPEDITION.

COMMONWEALTH TO ASSIST.

MELBOURNE, May 17th.

In reply to an inquiry by Mr. Bonar Law, the Hon. Mr. G. F. Pearce, Minister of Defence, has intimated that the Commonwealth is prepared to assist in organizing officers and twenty men, with provisions for eighteen months, for the Shackleton relief expedition.

THE MEXICAN SITUATION.

WASHINGTON, May 16th.

An agreement has been reached with General Carranza whereby the latter is given the opportunity to show whether he can control the situation in Northern Mexico. Meanwhile the Americans will remain on Mexican soil.

LORD HARDINGE.

LONDON, May 16th.

Lord Hardinge took his seat in the House of Lords. He was introduced by Lord Newton and Lord Sandhurst.

OBITUARY.

LONDON, May 17th.

The death is announced of Mr. William Macdonald, formerly a prominent Bombay merchant.

ADVENTURES OF AN ALIEN ENEMY IN GERMANY.

FIRST TASTE OF K-BROT, AND FIRST BREAD TICKET.

[BY A RUSSIAN JOURNALIST.]

Part of the passengers who came with me from Denmark went on to Hamburg, and at the beginning of our Berlin train was almost empty. But at Rostock passengers began to stream in. These were mainly officers and soldiers going home on leave, and all, without exception, wore in field-grey uniforms. One could not help noticing the change the war has wrought in German militarism. There was a strong air of demoralisation. Officers of all ranks and privates mingled in second-class carriages, and occupied seats close to one another. The ceremony of saluting has been simplified, and so were the relations between superior officers and the rank and file. The German lieutenant is no more the caricatured creature hitherto so familiar in Germany, with a monocle, huge collar, an insolent look, and face tattooed by years. The German lieutenant has left his Olympian heights and become an ordinary mortal.

And so, in spite of the severity and humiliation to which we were subjected at the Customs, the manner and behaviour of the officers and privates was not only correct, but to a certain extent even obliging.

MANY ARE FALLEN.

I had occasion to observe during my fortnight's stay in Germany a good many thousands of the German military in their everyday life, in the street, in the train, and in public places, and I was struck and surprised by this radical change in the psychology of German military circles.

This phenomenon is not difficult to explain. During the 18 months of war the "professional" cadres of the German Army, the original "goose-step" elements, have been considerably thinned, if not altogether destroyed. It is no secret that the flower of the Guards Regiments and the Junker element amongst the officers have been killed. New people appeared on the scene—the recent recruits, the Landwehr, the Landsturm. The officers, especially those whom I had occasion to observe, are not soldiers by profession, but ex-lawyers, teachers, engineers, merchants, men of science, etc., to whom the typically German spirit of military caste is absolutely foreign and who, by their education, opinions and habits loathe and despise all the nonsense of the ugly militarist traditions. I have to admit that this new fighting Germany made a less repulsive impression on me.

It was very funny. The window-panes were covered with ice, and the train was rushing so rapidly that it was impossible to catch a glimpse of the country. We traversed it was very dull in my compartment. An old German colonel, a middle-aged gentleman and another officer were buried in their papers, and did not notice the slightest desire to enter into conversation.

A MEATLESS DINING-CAR.

The waiter came in announcing "Abendmahl" (evening meal), and invited those desirous of partaking of the meal to the restaurant-car. I recalled that to-day was "meatless day," and decided to see what a "meatless" dinner looked like.

In the restaurant-car everything was exceedingly familiar to me. I took in a glance the ceiling, the walls, the doors, and noticed that it was the usual restaurant-car of the Belgian International Company, now running on the Russian, French, Danish, Spanish and other railways of the world. Even the outside appearance was little changed. The advertisements of French and Belgian seaside resorts and hotels which formerly chequered the walls have now been removed. A paper was pasted over the lower half of the inscription (which is usually in French) requesting "payment upon presentation of bill." However, the crockery, the ashtrays and window-panes still retained the "W.L." (Wagon-Lit) initials. "W.L." (Wagon-Lit), remembering my seat at a little table and, remembering the usual way for "Mahlzeit," the waiter, with a solemn expression on his face, brings on a plate a tiny little bit of the famous "war bread." It is no more than half a slice of the usual French roll.

FIRST TASTE OF K-BREAD.

I can hardly contain my curiosity. I take it up, investigate and taste it. It has the appearance of a badly baked, half raw, earthen-coloured bread, something like our "aitnik," but of very low quality. Its taste is very strange and quite unfamiliar. In spite of its being moist and underdone it tastes like old bread. It is difficult to chew, and now and then some extraneous matter grinds on one's teeth. Amongst its chief component parts are potatoes and bran.

The dinner, in spite of its comparative high price (3 marks), was more than modest. A mixture of potatoes and vegetables boiled in water was served as soup. The second course was a little bit of some fish, and again potatoes. The third course, a ragout of more potatoes and dried mushrooms. For pudding we had a compote of dried fruit, and that was all.

Had I not taken the advice of my fellow-travellers to order a substantial meal on the boat I should have got up from this "no meat" dinner quite hungry.

After paying the waiter, I noticed for the first time the new German war money. These are iron 5-pfennig pieces, the nickel ones having been withdrawn from circulation.

More and more lights begin to flash past the frosted windows—we are nearing Berlin.

ARRIVAL AT BERLIN.

Here is the Stettiner Bahnhof. I open the window to look for a porter. In ordinary times porters used to crowd the platform, but now not a soul is to be seen. I look round and notice that the

Continued on next Column.

COMPULSION AND WEALTH.

DEMAND FOR EQUALITY OF SACRIFICE.

During the debate on the Budget in the House of Commons last month Mr. G. N. Barnes (Labour) considered that the principle of compulsion ought to be applied to a greater extent to the wealth of the country than it had been. The provision of some 65 millions of new taxation to meet an additional burden of new taxation to the extent of some 13 or 14 hundred millions was not enough, and the Government should have taken more of the wealth of the country. Incomes of £10,000 and £20,000, not to speak of £100,000, were an anomaly in war time, and an outrage on the feelings of those who had lost their sons and husbands. Most of the men who had given their lives had, from the material point of view, very little at stake; and yet it was by their sacrifices that the credit of the country was kept up, and the rich were enabled to retain their enormous fortunes. That being so, it should be monstrous that 85,000 should be imposed upon the highest tax that could be imposed upon great incomes. If there was to be anything like equality of sacrifice—about which so much was being heard—large incomes must be more drastically taxed. On the other hand, the man with an income of £200 a year was, by comparison, very hardly treated. He would have to pay about £9 in income-tax, and that in addition to a rise of 50 per cent. in the price of necessities. The people who were making sacrifices on account of the war, those who had had to move into smaller houses while their male relatives were serving in the Forces, saw the same vulgar ostentatious display of wealth as there had been before the war. In the West End of London were to be seen shops displaying all sorts of things that appealed to wealthy people, and shoppees—women wearing furs costing hundreds of pounds—were to be met. The Chancellor should see to it that this display ceased. There had been too much preaching and too little action in regard to economy.

CHINESE FOR MESOPOTAMIA.

A call was recently made from Army Headquarters, India, for a number of Chinese carpenters for the military works department of Expeditionary Force D in Mesopotamia. The communication regarding them, received in Rangoon, stated that applications should be made at once to the Garrison Engineer, Rangoon, Doyle Road, Cantonment. The men were to be provided with free rations from the date of embarkation, free accommodation and free passages both ways. Supervisors will be paid Rs. 100; foremen Rs. 125; carpenters Rs. 100. The required number of men were easily obtained in Rangoon.

other passengers are carrying their own luggage to the platform. I follow their example and get my things out of the train, and, like the others, stand and wait.

At last from some corner appear four venerable greybeards in porters' uniform dragging trucks behind them, and begin to collect our luggage. "Are you a foreigner?" one of them asked me. "In that case you had better first go to the Commissioner of Police at the end of the platform. You must first notify your arrival. Then you had better run down quickly to the approach, catch a cab—these are very scarce—and then come here and get your luggage yourself from the Hand Luggage Department; I shall only take them down below."

The man is old and grumpy, and it is useless asking him to get a cab and see about my things. He does not even listen to me. I can see that he does not treat the other passengers any better, so I decide to submit, and put up with these "K." ("Krieg"—War) orders. I find at last the Police Commissioner, and, having received my passport, I run down to the approach but cannot find any motor-bus or cab. A batch of passengers are anxiously looking for the approach of some vehicle, and old coaches of prehistoric construction, such as Berlin has not seen for more than ten years, and drawn by one miserable horse, are literally taken by storm.

ANCIENT COACHMAN'S STORY.

I followed the example of some of the more thoughtful, and ran for three or four blocks to neighbouring streets, spied out some casual coach carrying passengers and luggage to the station, jumped on the step, and on arriving at the station waited until the passengers and luggage were unloaded and then secured my place. I had lost about three-quarters of an hour, and had to pay the old driver 3 marks beer money on top of his fare for kindly taking me to the hotel.

It was not 10 o'clock yet—not late for Berlin of the pre-war days when the intense "night life" of the city only commenced at this hour—but now, lonely and half-lighted streets (only Friedrichs- and Leipzigerstrasse are fully lit), and dirty to boot (they are only swept every two or three days, and this in Berlin which is famed for its cleanliness), utter absence of any vehicular traffic, and gaping, deserted cafés. All this made a strong impression on me which I could not shake off right to the end of my sojourn in Berlin.

AT LAST I ARRIVE AT THE CENTRAL HOTEL.

At first sight everything looks as of old. I approach hesitatingly the office, being afraid lest I meet one of the employer who may know me from my previous visits. My fears, however, are groundless. The staff is almost new; with the exception of the old porter, the others are boys of 14 or 15. I am given the key of my room, and with it my first "bread card," which entitles me to 250 grammes (about 1 lb.) of bread per day. Chronicle

Our troops look forward to this new year with legitimate pride in their past achievements and with unshaking faith for the future. They are deriving inspiration by the example of their King, foremost on the field and in every phase of the operations, and supported by the unflinching and benevolent assistance of their country. The past hardships surpassed, gives them courage to simplify their efforts till the goal to which they are pointed out by their fellow citizens is joyously reached.

THE MORAL TRIUMPH OF BELGIUM.

CARDINAL MERCIER'S LENTEN PASTORAL.

Although extracts from the angry remonstrance written by Governor-General von Bissing to Cardinal Mercier in regard to the Lenten pastoral to the Belgian clergy were published in England on March 21st, adequate account of the contents of the pastoral has hitherto been available. We append, therefore, translations of the more important passages from *The Times*.

After expressing his joy at being once more among his fellow-countrymen, and saying that his journey to Rome "had been blessed beyond anything he had dared to hope," Cardinal Mercier adds:

There are many things which I cannot say. You will understand me. Our abnormal position prevents me from laying before you open-heartedly exactly what is in my soul—that is to say, what is best and most intimate, what, coming from on high and affecting you so nearly, is my deepest support and comfort. But you will not doubt my word, you will believe me when I tell you that my journey has been specially blessed, and that I return happy, very happy.

THE POPE'S ANGUISH FOR THE BELGIANS.

The Holy Father's kindness was touching. From the moment of my arrival he took me in his arms, asked me to visit him as often as possible, allowed me to tell him everything, to confide everything to him, to think aloud before him. Paternally he consoled, enlightened, and encouraged me. He understands and shares our care for our religious liberties and our patriotism. His deepest thought, which I eagerly gathered for you, was summed up in a dedication written with his own hand below his portrait: "Upon our venerable brother, Cardinal Mercier, Archbishop of Malines, we bestow with all our heart the Apostolic Benediction, with the assurance that we are always with him, that we share his sorrow and his anguish, since his cause is our cause also."

The pastoral continues by stating that the Pope, on being told by Cardinal Mercier that the Belgian clergy would ask their flocks on the first Sunday in May to make good of communion for the intentions of his Holiness, replied: "And for me, my intention is Belgium." Encouraged by this reply, Cardinal Mercier wrote to the Cardinals in Paris, London, Armagh, and Italy, in order that the same Eucharistic prayer may be offered on the first Sunday in May. He believes that this prayer will hasten the "glorious resurrection" of Belgium.

Turning then to the position of Belgium, Cardinal Mercier speaks of the acclamations with which the Belgian name was received everywhere on his journey in going and coming. He continues:

Let us even suppose that the final issue of the gigantic duel now being fought in Europe and Asia Minor should be uncertain, one fact is already established in civilization and in history—the moral triumph of Belgium. In union with your King and Government you have made an immense sacrifice for your country. Out of respect for your word of honour, in order to affirm that, in your consciences, right goes before everything, you have sacrificed your possessions, your hearths, your sons, your husbands, and, after 18 months of constraint, you remain as proud of your deed as on the first day; heroism seems so natural to you that you have no thought of gaining by it glory for yourselves. You have been able, like me, to go beyond our frontiers and see Belgium from outside... you would realize better the magnanimity of your bearing, and your souls, would have thrilled with joy and even, I think, with pride.

THE MOST GLORIOUS OF CONQUERORS.

You may remember that 15 months ago I said to you: "Highly placed men who ought to have judged things from a loftier point of view did not scruple to say, 'But why did Belgium need this sacrifice herself for the defence of her soil? Would not a verbal protest have sufficed, and would it not have saved her from the havoc that has brought her to the verge of ruin?' This language revolted me, as I told you, and more than once I then let my indignation have free rein."

"In no quarter such language now to be heard. The moral level of neutral peoples, or of peoples formerly neutral, has risen. The spirit of sacrifice is understood; homage is done to it. Others are grateful to you for it; you are admired; your generation has taken its place gloriously in history. Is not that a conquest, my brethren? And in the same measure that moral welfare is superior to material welfare, are you not the most glorious of conquerors?"

I know that you weep, that mourning spreads, that the hearts of mothers and wives are broken. Lives are being lost on the banks of the Yser. The imprisonment of the nation on its own soil is sadly prolonged. You will admit that I have never hidden my fears from you. I have never reached patriotism to you, because it is a derivative of the main Christian virtue, charity. But from the beginning I have let you see that, according to my presentiment, our ordeal would be long and that success would be attained by the nations who should most endure. The conviction, natural and supernatural, of our final victory is, more deeply than ever, anchored in my soul. We shall win, but we are not yet at the end of our suffering. France, England, Russia have pledged themselves to make no peace until Belgium has recovered her entire independence, and Italy has been largely indemnified. Italy, in her turn, has adhered to this pact. Our future is not in doubt, but we must prepare for it."

The pastoral concludes with an injunction to trust God and to continue instant in prayer.

FATHER VAUGHAN'S GHOST STORY.

NUN WHO APPEARED TO AN OFFICER.

"While our khaki men are in the trenches I have felt that we ought to be in the trenches. While they, with their quick-firing guns, are moving down the enemy, we with ours ought to be storming heaven. But I fear we lack the munitions of prayer."

In this fashion Father Bernard Vaughan opened a conference on "The Call of the War to Prayer," which he had convened in the Eolian Hall. Among those present were King Manuel and Queen Augusta, Queen Amelie, the Duke and Duchess of Norfolk, the Japanese Ambassador and Marchioness Inouye, and many other well-known people.

"When the thought for this conference first entered my brain," explained Father Vaughan, "I said to our Divine Lord, 'I am going to have a conference, and I want you to fill the hall. If you fill it I take it for granted that you want more prayer. If it is empty it may be for the humiliation of my soul, and I promise you not to try this sort of thing again.' When I learned that the hall was booked up," he added, "I really felt it was a pat on the back from our blessed Lord, and I felt that He wants this sort of thing."

"What does England think of God?" was one of the points of the address. People said that if God was almighty, He would stop the war; if He was all loving He would certainly do so. He argued on the contrary that, being almighty, God permitted the war, and being all-loving He was drawing good out of it.

Concerning the "Angels of Mons," Father Vaughan told a story for which he quoted Lord Portarlington as authority. A distinguished officer of the Irish Guards, "a man of matter-of-fact habits, was sitting at his headquarters at the front when a nun entered the room and told him that we could not win the war unless we prayed more. The officer dismissed her, and the next day complained to the Mother at the neighbouring convent. The Mother denied that any of the nuns were out at the time, and, in order to prove this, summoned them all for the officer to identify the visitor. He was unable to do so, but as he left the room he saw a portrait on the wall. "That is the lady," he told the Mother. "But she is dead," was the reply. "She was the Reverend Mother of this convent, and one upon whom we placed great reliance."

"God can do these things," added Father Vaughan, "and even if they are not true that should set us thinking, and make us put our house in order."

NEW RUSSIAN WAR MINISTER ON HIS TASK.

"WE SHALL HAVE TO FIGHT FOR A LONG TIME YET."

All the available indications point to the intention of the new Minister of War to pursue the policy of his predecessor, based on the closest possible co-operation with the public organizations, says *The Times* correspondent at Petrograd.

In conversation with the Petrograd and Moscow journalists General Shuvaiev personally confirmed the foregoing impression. Speaking of the necessity of augmenting the output of munitions and all other military supplies to the maximum, the Minister remarked:

In the business of war industry we must, however shameful it may be, learn from our foes, the Germans, who have adapted their industry to the requirements of war-time, thanks to an organization perfected in time of peace.

General Shuvaiev expressed the opinion that Germany is showing the exhaustion, but he promptly added:

Do not imagine that the war will soon finish. No. Continue to forge your swords. We shall have to fight for a long time yet, but the men and the means are sufficient. He whose nerves can stand most will conquer.

"LYNN OF LANCAHIRE."

KING'S LETTER TO SWEETHEART.

The military distinctions won by the late Private J. Lynn, of the 2nd Lancashire Fusiliers, have been received by Miss Alice Mason, who was engaged to be married to Lynn. The marriage, fixed for November, 1914, was put off on account of the war, Lynn, a reservist, being called to the colours very suddenly. It was one of the tragedies of their case that Miss Mason who had been on a visit to Blackpool could not (owing to railway breakdown) get back to Manchester in time to see her sweetheart off. Her claim to the relics of the soldier who would have been her husband but for the war has been admitted by the military authorities. One of Lynn's comrades, a Manchester man, heard him say that all his possessions were to go to Miss Mason. Private Lynn was described by "Eye-Witness" as "Lynn of Lancashire."

The memorials, as one may call them, of this brave soldier, who sacrificed his life through continuing at his post and firing his machine-gun at the oncoming Germans when nearly all his comrades had fallen in a gas attack, include the Victoria Cross, the Distinguished Conduct Medal, and the Russian Cross of St. George.

With the Victoria Cross came the following letter from the King:

"It is a matter of sincere regret to me that the death of Private J. Lynn deprived me of the pride of personally conferring upon him the Victoria Cross, the greatest of all rewards for valour and devotion to duty."

"GEORGE, R.I."

VERDUN PAST AND PRESENT.

JOFFRE'S GENIUS.

To appreciate the part which is at present being played by Verdun in the campaign on the West, it is necessary (writes a correspondent of *Westminster*) to look back to the part the fortress has fulfilled already. During the opening weeks of the war attention was absorbed by the advance of the German right towards Paris. Little or no attention was bestowed at all events in this country, on the events which were at the same time taking place on the German left. Nevertheless, it was on those events that the whole campaign turned.

By now the scheme for the invasion of France, so long and so carefully elaborated by the German Staff, is beyond any kind of doubt. The enemy's own actions have revealed it. Certainly part of it was the advance through Belgium upon Paris. That, however, was only a part. The complete scheme, while it contemplated the investment of Paris by the armies forming the German right, relied at the same time on the ability of the German left to force the Eastern frontier south of Toul, Haute Marne, and on to the plateau of Langres, the real key of the Western position. It was, we cannot now doubt, calculated that the main French forces, drawn off to resist the advance from Belgium, would leave the thrust through Nancy and Lunéville a comparatively easy task. From the Haute Marne and the plateau of Langres the Germans could have advanced along the valleys of the Marne and the Aube, and while their right closed round Paris their centre and left would have swept round to the south of the capital, dragging, the sweep, as the British forces opposed to the French, the campaign was to have been ended at one great and overwhelming blow.

It is the merit of General Joffre that he saw through this bold scheme from the first moves. An inferior commander might have allowed himself to be drawn off. In that event he would have fallen into the trap and France would have been ruined. The fate of the country and the destinies of a noble people hung at that moment on the mind and the nerve of one man. Happily he was a great man—the man designed by destiny for the hour. While we in this country were watching the advance of Von Kluck towards Paris, absorbed as it was the interest of the army, that we should be absorbed in that operation, the strength of the French forces was thrown along the Eastern frontier into a vigorous offensive. On August 21st the French had pushed back upon Nancy. On August 23rd the Germans occupied Lunéville. That, however, proved to be their high water-mark. The French, under the command of General Pau, held the line of the Meurthe in superior force. They proceeded at once to the attack. In the great battle which has been called the Battle of Lunéville though the front really extended from Pont-a-Mousson to St. Die, the troops of the Crown Prince of Bavaria were first, on August 27th, driven out of St. Die; then thrust beyond the line of the Mortagne; next, with both flanks turned, were forced on September 5th to abandon Nancy; and finally, on September 12th, were driven out of Lunéville itself. The crisis of this battle occurred on September 4th. The issue of that day appeared to tremble on a balance. But not all the desperation of the Germans could hold a front by this time battered into an acute angle. They retreated in disorder, leaving behind them nearly 30,000 dead.

It has often been asked why on September 3rd General von Kluck turned aside from Paris to march to the Marne, and many guesses have been made as to this alleged mystery. There is no mystery whatever. The French Commander-in-Chief having declined to fall into the trap set for him, there was nothing for it but to assist and if possible secure the success of the German operations round Lunéville by this thrust towards the Marne at what appeared to be the left flank of the main French forces barring the frontier. For upon these German operations round Lunéville hung the enemy's whole scheme. Expecting to deny a flank attack, the armies of Von Kluck and Von Bulow were themselves attacked in flank from the direction of Paris and defeated. The great plan had been wrecked.

General Joffre has used the Eastern frontier as his "sure shield," and by its means saved France. But the value of the frontier is no longer simply defensive. Its value is rather that of a jumping off board. Even if the Germans were to force it by taking Verdun, which nobody competent to judge ever supposed they could take, they have now on the West, and never again can have, the strength in numbers needed to exploit the advantage by an advance towards Paris. For that purpose a superiority in numbers of four to three is the admitted minimum. Instead of being four to three in the West, they are not more than two to three. They have no more than half the minimum.

Impossible to revive the plan which went to ruin in September, 1914, for ever impossible. The importance of Verdun is its place as part of a system. Isolated it is of little account. It is a bastion of the frontier that it counts. Had the Germans won at Lunéville, Verdun could not have been held except perhaps as a temporary breakwater. When the Germans lost at Lunéville, Verdun and the rest of the frontier became of consequence in forcing them to direct their efforts at recovery against Paris, as apparently the easier thing of the two.

And it is with the attack against Ypres that the onset at Verdun must be compared. To class Verdun with Liege, Namur, Antwerp, and other fortresses of that type is to misunderstand the nature of the type. Verdun is not a fortress of that type. It is another and a stronger type—stronger because its defences are scientific instead of being merely extemporized, tough as the defences of Ypres.

Continued on next Column.

EVACUATION OF GALLIPOLI.

GENERAL MONRO'S DESPATCH.

General Monro's despatch concerning the evacuation of Gallipoli has been published. In this the General states that he was instructed on the 20th October to report as to the military situation at the Dardanelles and to advise whether the army should evacuate or persevere. He was also asked to advise the number of troops required to carry the Peninsula and to take Constantinople. He found that the position of the troops was unique in history, as it possessed every possible military defect. It was completely exposed to the Turkish artillery fire and had no depth, while its communications were insecure and dependant upon the weather. There were no means for concentrating troops or deploying fresh troops for an offensive. Further, the Turks had full powers of observation and they had supplemented the natural advantages of the position by all the devices of field engineering.

General Monro found that the troops were suffering from various causes. There was the strain of continuous exposure to shells from which it was impossible to withdraw them because every corner of the Peninsula was exposed to hostile fire. The men were also much enervated by epidemic summer diseases and they were gravely under-offered owing to losses in the earlier battles. Also the makeshift mingling of foot and mounted men necessary for holding the front did not tend to efficiency. There were other irrefutable arguments to convince General Monro that complete evacuation was the only course. The Turks were able to hold Gallipoli with a small force and to prosecute their designs upon Egypt and Baghdad. A British advance for their present position was improbable and an advance upon Constantinople was quite out of the question. In addition, the troops could be more usefully employed elsewhere.

General Monro assumed the supreme command of the Mediterranean armies and appointed General Birdwood to the command of the Dardanelles. He ordered evacuation on the 8th December and General Birdwood proceeded with the work with the skill and promptitude which have characterized all he has undertaken. It had been previously decided that the feat which the text books regarded as essential to cover the evacuation would be worse than useless as it would certainly arouse the Turkish suspicions.

The despatch deals briefly with Anzac and Suvla and gives several fresh facts with regard to Cape Helles. It mentions that the evacuation was retarded by the loss of a large British warship accidentally sunk by a French battleship. Everything depended upon the weather. When all was ready on the night of the 8th January, a storm unexpectedly worked up and washed the piers away. A submarine reported in the evening that on quitting the Straits the battleship *Prince George* with 2,000 men on board, while sailing towards Mudros, was torpedoed but the torpedo did not explode. The expedition left 500 animals at the last moment.

General Monro recognises that the quantities of stores destroyed and abandoned were considerable, but the great aim was to save the men, guns, and ammunition and he could not take risks. Thus the evacuation was a tactical success and these were forthcoming in a marked degree in the hour of need from General Birdwood. The corps commanders' arrangements could not have been surpassed in skill, competence and courage.

The despatch mentions that as a result of rain and blizzard on the 21st November, there were 200 deaths from exposure. Ten thousand sick men were among those who came chiefly from Suvla. At an early date General Monro will furnish his distinguished conduct list.

The despatch covers the Serbian expedition to the withdrawal to Salonika. It shows how the 10th division from Suvla was sent to support the French. When the French effort to link up with the Serbians failed a withdrawal was ordered in accordance with previous arrangements with the Allied Governments.

are tough, not rigid and amenable, as the defences of Liege and Namur were amenable. In the assault upon Verdun the Germans have been set a task still more formidable than that at Ypres and with smaller forces. Except for the chance of surprise failure was foregone. Never had there been a campaign as to the bearings of which the public has been so poorly and so badly instructed as this campaign on the West. It has been a campaign in which the highest qualities of brilliant generalship have been time and again displayed—a campaign which Napoleon himself would have declared a masterpiece; a campaign in which crushing initial superiority was beaten by brain alone. Yet the public imagine it to have been a mere floundering in the slough of dirty trenches, and the man who is chiefly responsible for it is a stick-in-the-mud. That man has made no mistakes, and the German armies, held where they are by the master-stroke, which in October, 1914, pinned them down on a front from which they cannot advance and cannot retreat, have for months past been melting like snow in summer. Doubt has been cast upon the leadership of General Joffre by individuals who are intellectually not fit to tie his boot-strings. But it is the "miracle of Western democracy" that has been able to throw up such men, and it is the damnation of Prussian despotism that it has not. The superstitious belief that it has not. The superstition about armies acting without brains at their head is worse than ignorant; it is mean.

WEATHER REPORT.

On the 17th at 11.50 a.m.—No returns from Japanese stations.

A depression lies over Tongking. Pressure has increased slightly to moderately in all districts.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.47 inches.

The forecast for the 24 hours ending at Noon to-day is as follows:

District	Forecast.
Hongkong & Neighbourhood	E. winds, moderate; cloudy.
Formosa Channel	The same as No. 1.
South Coast of China between Hongkong and Lamock	The same as No. 1.
South Coast of China between Hongkong and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

17th May, A.M.

Station	Barometer at Sea Level	Temperature	Humidity	Direction	Force	Weather
Vladivostok	30.36	54	92	N	0	1
Nemuro	30.36	54	92	N	0	1
Hakodate	30.36	54	92	N	0	1
Tokio	30.36	54	92	N	0	1
Kobe	30.36	54	92	N	0	1
Nagasaki	30.36	54	92	N	0	1
Kagoshima	30.36	54	92	N	0	1
Osaka	30.36	54	92	N	0	1
Kobe	30.36	54	92	N	0	1
Shanghai	30.36	54	92	N	0	1
Amoy	30.36	54	92	N	0	1
Singapore	30.36	54	92	N	0	1
Penang	30.36	54	92	N	0	1
Calcutta	30.36	54	92	N	0	1
Bombay	30.36	54	92	N	0	1
Madras	30.36	54	92	N	0	1
Colombo	30.36	54	92	N	0	1
Canton	30.36	54	92	N	0	1
Hankow	30.36	54	92	N	0	1
Yokohama	30.36	54	92	N	0	1
Manila	30.36	54	92	N	0	1
Cebu	30.36	54	92	N	0	1
Iloilo	30.36	54	92	N	0	1
Surabaya	30.36	54	92	N	0	1
Labuan	30.36	54	92	N	0	1

T. F. CLAXTON, Director.

1. BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, b, blue sky, c, detached cloud, d, drizzling rain, f, fog, g, gloomy, h, hail, i, lightning, o, overcast, p, passing showers, q, equal, r, rain, s, snow, t, thunder, v, visibility, w, dew (wet).

7. RAIN in inches, tenths and hundredths.

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI."

FROM MIDDLESBRO' LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th May, 1916. [635]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"POOKSANG"

having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 21st May, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 15th May, 1916. [63]

NORWEGIAN AFRICA AND AUSTRALIA LINE.

CHRISTIANIA.

NOTICE TO CONSIGNEES.

THE Steamship

"ARTEMIS"

having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee to-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 22nd May, will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 22nd May, at 10 A.M.

All Claims must reach us before the 29th May, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

THORSEN & Co., Agents.

Hongkong, 15th May, 1916. [704]

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI AND HONOLULU,

JUNE 23 - AUG. 29 - NOV. 4.

AN UNRUPPABLE HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent, Prince's Buildings, 100 House Street.

Hongkong, 28th April, 1916. [623]

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer	Arrive Hongkong from Australia	Leave Hongkong for Australia
"TAITUAN"	in port	30th May.
"CHANGSHA"	16th June	6th July.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to BUTTERFIELD & SWIRE.

Hongkong, 5th May, 1916. Telephone No. 35. Agents. [663]

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From Hongkong Connecting with From Colombo

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN calling at MAURITIUS en route, and affording the quickest freight transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong S.S. "JESERIC" About 5th June.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For LONDON ... S.S. "CITY OF LINCOLN" ... On 4th June.
LONDON & SWANSEA ... "CITY OF BOMBAY" ... On 22nd June.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,

35 to 38 Essex St., CANTON.

MANAGING AGENTS

Hongkong 11th April, 1916.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR STEAMERS TO SAIL

SHANGHAI ... "YINGCHOW" ... On 18th May, 4 P.M.
SINGAPORE ... "LIANGCHOW" ... On 18th May, 10 A.M.
HONGKONG, FAKHOI and HAIPHONG ... "TAIPONG" ... On 19th May, 10 A.M.
SHANGHAI ... "SHANTUNG" ... On 21st May, 11 P.M.
MANILA, ORBU and LOILO ... "TAMING" ... On 23rd May, 4 P.M.

DIRECT SAILINGS TOWARD RIVER, Twice Weekly.

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft on "TAMING" and "TEAN."
SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
S.S. "ANHUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wootung.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th May, 1916

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR ISWATOW, AMOY AND FOCHOW, AND RETURN.

Occupying at 9 to 10 Days
CAPTAIN LEAVING

For SAIGON.

"HAICHING" ... Capt. W. C. Pammore ... THURSDAY, 18th May, at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LIPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 17th May, 1916.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "SHIRALA," 5208 tons, Captain J. H. (Galley, will be dispatched for SHANGHAI, MOJI and KOBE on 26th May.

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage apply to

DAVID BASSEON & CO., LTD.,
AGENTS

Hongkong, 18th May, 1916.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to	Leave Hongkong	Connecting Mail Str. from Colombo	Due at MARSEILLES	Due at LONDON
COLOMBO	Friday		1916	1916
NANKIN	May 19	KARMALA	June 19	June 25
NOVARA	June 2	MORFA	July 3	July 10
NAGOYA	June 16	KHYBER	July 17	July 24
NYANZA	June 30	Through Steamer	July 31	Aug. 7
NELLORE	July 14	Through Steamer	Aug. 4	Aug. 21
NANKIN	July 28	Through Steamer	Aug. 28	Sept. 4
SOMALI	Aug. 11	KAISAR-HIND	Sept. 11	Sept. 18

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved for Hongkong at the time of booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

NYANZA ... TUESDAY, 24th May.
NAGOYA ... SATURDAY, 3rd June.
NELLORE ... SATURDAY, 17th June.
NANKIN ... SATURDAY, 1st July.

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.
† Shanghai only.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON, Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave H'KONG	Leave S'PORE	Due at MARSEILLES if calling about	Due at LONDON
NOVARA	Aug. 16	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passage Tickets interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
E. V. D. PARR,
Acting Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	KAGA MARU Capt. Iwano	15,500	THURSDAY, 25th May, at Noon
	KAMO MARU Capt. Shimizu	15,000	THURSDAY, 9th June, at Noon
VICTORIA, B.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	YOKOHAMA MARU Capt. Shincho	12,500	WEDNESDAY, 7th June, at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, RAMBOANGA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	TANGO MARU Capt. Soyala	12,500	TUESDAY, 13th June, at 4 P.M.
	NIKKO MARU Capt. Takada	6,000	FRIDAY, 14th July, at 4 A.M.
CALCUTTA VIA SINGAPORE, PENANG and BANGKOK	TENSHIN MARU Capt. Kawai	8,000	SATURDAY, 27th May
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	RANGOON MARU Capt. Hori	8,000	MONDAY, 22nd May
KOBE and YOKOHAMA	TOSA MARU Capt. Sakamoto	10,000	WEDNESDAY, 24th May
MOJI and KOBE	YETOROFU MARU Capt. K. Ogas	8,800	SATURDAY, 20th May
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. Takada	9,600	MONDAY, 12th June, at 10 A.M.
SHANGHAI and KOBE	KATORI MARU Capt. E. Kou	11,000	THURSDAY, 18th May, at 10 A.M.

SOME PRINCIPAL FARES.

To London 1st Single Yen 500. Return 975.	To London 2nd Single Yen 430. Return 800.
To London, via New York 1st Single Yen 287.50. Return 530.	To Montreal 1st Single Yen 265.00. Return 495.
To Victoria, Vancouver, Seattle, 1st Single Yen 245. Return 465.	To Melbourne 1st Single Yen 278.15. Return 515.
To Sydney, 1st Single Yen 240. Return 460.	To Kobe, 1st Single Yen 125. Return 235.

ROUND-THE-WORLD, Tour No. 1 £119.8. Tour No. 2 £111.17.

For Further Information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 525 and 1941.

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Tons and Speed	Leave Hongkong
SHINYO MARU	22,000—21 knots	WED. 31st May Noon.
DAIREN MARU	9,000—12 knots	SATUR. 3rd June Noon.
JINYO MARU	8,000—13 knots	MON. 26th June Noon.
PERSIA MARU	9,000—14 knots	TUES. 4th July 10:0 A.M.
KWANTO MARU	6,000—12 knots	SATUR. 8th July Noon.
KIYO MARU	17,800—14 knots	TUES. 11th July Noon.
TENYO MARU	22,000—21 knots	THURS. 18th July Noon.
NIIPPON MARU	11,000—15 knots	TUES. at Aug. 1:30 A.M.

† Via MANILA, calling at Shanghai.
‡ Proceeding to South American Ports.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK £60. " " " £96.10.
" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.
Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN, PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CAI LAO, ARICA, IQUIQUE and VALPARAISO.

TRANS-ANDAN ROUTE TO BUENOS AIRES.

KIYO MARU ... 17,800—14 knots ... TUESDAY, 11th July.

For Full Particulars as to Passage and Freight, apply to—
K. DOI, ACTING AGENT,
Kinn's Building, 213.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.

WEEKLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KOBE and YOKOHAMA ... MAGELLAN ... On or about 1st May.

HOMEWARD

MARSEILLES VIA SAIGON and PORTS ... PORTHOS ... On or about 22nd May.

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Weekly branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, for Calcutta.

State Rooms 1st, 2nd and 3rd Class.

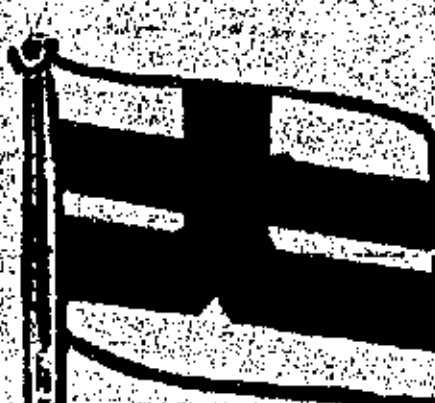
Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

TELEPHONE 740

O. S. K.
OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA.

VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI and YOKOHAMA.

"CANADA MARU" ... T. Suruga ... FRIDAY, 26th May, at 3 P.M.
"TACOMA MARU" ... T. Hamada ... MONDAY, 12th June, at 3 P.M.
† Omitting Shanghai and Nagasaki. * Omitting Manila and Nagasaki.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

"LUZON MARU" ... SATURDAY, 3rd June, at 7 A.M.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

"AMAKUSA MARU" ... SUNDAY, 21st May, at Noon.
"BOHEU MARU" ... WEDNESDAY, 24th May, at 9 A.M.

† Proceeding to Keelung via Swatow and Amoy.

‡ Proceeding to Anping and Takao.

These Formosan Lines will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.

For FURTHER INFORMATION, apply to—

H. YAMAOCHI,
MANAGER,
No. 1, Queen's Building.

Tel. Nos. 744 and 745.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	10th June	On 2nd June, 11 A.M.
EMPIRE		On 1st July, 11 A.M.

All Steamers fitted with wireless telegraphy.

The above Steamers are fitted with Refrigerating Machinery, carrying a plentiful supply of Ice, Fresh Provisions, etc., and are Equipped throughout with Electricity. All State-Rooms have Electric Fans. A fully qualified Doctor and Surgeon are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.
AGENTS

